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Yau-mat ... dep.	6.51	9.25	10.38	12.09	1.27	4.43	6.47	7.20
Shatin ... dep.	7.03	9.38	10.50	12.21	1.39	4.55	6.59	7.32
Tai-po ... dep.	7.17	9.52	11.03	12.34	1.52	5.08	7.12	7.45
Tai-po Market ... dep.	7.22	9.57	11.08	12.39	1.56	5.12	7.16	7.49
Fanling ... dep.	7.33	10.08	11.19	12.45	2.06	5.23	7.27	7.60
Shung Shui ... dep.	7.38	10.13	11.23	12.52	2.10	5.27	7.31	8.03
Shum Chun ... arr.	7.44	10.19	11.29	12.58	2.16	5.33	7.37	8.09

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Shum Chun ... dep.	7.22	8.06	10.37	11.40	2.58	4.36	6.12	6.05
Shung Shui ... dep.	7.29	8.13	10.44	11.47	3.05	4.44	6.19	6.12
Fanling ... dep.	7.33	8.18	10.48	11.51	3.10	4.49	6.23	6.17
Tai-po Market ... dep.	7.43	8.29	10.58	12.02	3.21	5.01	6.33	6.37
Tai-po ... dep.	7.47	8.34	11.03	12.07	3.27	5.07	6.37	6.31
Shatin ... dep.	8.00	8.47	11.16	12.21	3.40	5.23	6.50	6.44
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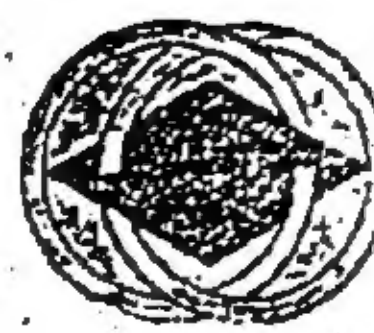
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## GOLF.

DEFEAT OF DUNCAN.  
AMERICAN'S GREAT PLAY.  
(BY GEORGE W. GREENWOOD.)

GLENEAGLES, September 2nd.  
MacDonald Smith, the old Carnoustie boy, now a naturalised American from San Francisco, defeated Duncan in the 72-hole international match on the King's course at Gleneagles to-day by 4 and 3. In ideal golfing conditions, with a little sun and scarcely any wind, and in romantic surroundings, a crowd of between 3,000 and 4,000 people witnessed a wonderful exhibition of golf on the part of the American. It was golf of the highest possible order—accurate driving without being excessively long, superb iron play, and miraculous putting. Extreme precision with every range of iron club no doubt helped to make the putting easier; even so, no man without the smooth, rhythmic swing and the delicate touch of Smith could have hoped to hole many of the putts that the American seemed to coax into the tin. For an opponent it was positively heart-breaking in its consistency. Anything within two yards of the pin was dead; everyone expected the ball to go in, and, as results proved, none was the least bit surprised.

On the day's play Smith's putting average must have been well under two per hole; the figure probably being 12. Considering the enormous size of the greens, the circumstances, and the strain of the match, such an average of putts is nothing short of wonderful. As an indication of the American's consistent holding-out I may mention that in the last three holes played he had only one putt per green. No wonder Duncan, a little downhearted and much worried, practically gave up the ghost. It was calculated to make any man despair.

### WONDERFUL SMITH

During his visits to Great Britain Smith has demonstrated that he is one of the world's great golfers. Personally I should place him among the first six. At Troon last year and at Hoylake this year in the British Championship he finished third in each occasion; to-day he excelled himself, and I should say that at no period in his career has he played better or more consistently. His chief characteristic is that he plays fewer destructive shots than any other celebrated golfer. Seldom, if ever, off the course, he is always "shooting" for the flag. His iron shots, as the Americans say, are "pin-splitters." Time after time the No. 2 iron and the mid-iron shots, from a range of 170 to 180 yards, dropped like shot-partidges three or four yards from the flag and stayed there. In these circumstances the putting becomes as simple as falling out of a tree. There is no question of trying to get dead; one simply concentrates on holing out. How sweet it is, but how exasperating to the other poor fellow! Unless he is a man of iron nerves and has the soul of a philosopher he finally breaks down under the crushing blows.

Smith is 33 years of age, and two years younger than Duncan. Smith, who served in the American army during the war, is a teetotaler, but, unlike many of the famous American golfers, he is an inveterate cigarette smoker. In the crisis of a match he lights a cigarette, and before playing the shot throws the cigarette on to the ground, and sometimes forgets to pick it up again. He has avenged Hagen for the defeat in the recent international four-ball match, and, like Hagen, he goes back to America with the honour thick upon him.

Smith won the match and Duncan lost it. There was a period in the afternoon, for four consecutive holes, when the Britisher literally threw the match at the American's head. Duncan missed putts for wins and putts for halves, and putts that point Smith never gave his opponent the semblance of a chance. Slap-dash putting is all very nice when the ball goes in, but when it does not it causes the spectators to utter groans of despair. Duncan metaphorically kicked himself for these inexplicable lapses, and if the truth must be told the spectators would dearly have loved to have kicked him in the literal sense. When all is said and done, however, it would have taken Duncan in his most brilliant and inspired mood to have defeated Smith. The American was round in 69 in the morning, and for the fifteen completed holes in the afternoon his score was 56; in other words, for the thirty-three holes played Smith was seven under 4—marvellous golf on a course like Gleneagles. It ought to be mentioned that his score would have been less by four shots but for four stymies, three in one round and two at consecutive holes.

### MATCH OF CHANCES.

It was a match of amazing changes. It will be remembered that the American started the second round three holes to the good. This lead quickly disappeared, for at the ninth hole Duncan, who had reached the turn in the extraordinary score of 32, was 2 up. At every hole he had outdriven the American, sometimes by as much as thirty yards. For example, at the fourth, a hole of 475 yards, Duncan was on with two great wooden club shots, while Smith was forty yards short. Everything pointed to another marvellous score on the part of Duncan, but unfortunately he broke down at the short eleventh, where he cut his iron shot and took five. Smith took advantage of this mistake on the part of his opponent, and at the seventeenth, as the result of a perfect iron shot which nestled 2in. from the pin, became two up again. Duncan won the last hole—400 yards—in three as the result of a full mashie iron shot which eluded its way into the green four yards from the flag. Down went the putt, and we went into luncheon only one hole to the bad. Duncan squared the match at the first hole in the afternoon with a perfect three. The hole measures 370 yards, and Duncan placed a full No. 3 iron shot close to the hole.

(Continued on next Column.)

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Smith had a great piece of luck at the second hole. His mashie shot, misjudged as to strength, hit a spectator standing at the back of the green on the head instead of going over the green and plunging into a gorse bush. The ball cannoned back on to the green. Instead of losing the hole, as he might well have done, he actually won it. As Duncan took three putts a definite and decisive change in the game came at the sixth hole, where the match was all square. Duncan overshot the hole with his approach put and missed the return. At the seventh he missed another holeable putt for a half. He was palpably worried by these two errors, but the climax came at the short eighth, an iron shot of 165 yards. At no hole have I ever seen two better shots. Smith's was two yards from the pin and Duncan's three feet.

The remarkable thing about it was that Smith was stymied, and was compelled to play a pitch with a mashie niblick. The ball rested on the lip of the hole, making it for Duncan like the size of a wash-tub. Whether he thought it too easy I do not know, but the tragic part of it was that Duncan, in apparently the most casual manner possible, struck the ball and missed the putt by inches. This was the beginning of the end. At the ninth he missed another putt, and the situation was as black as it well could be. Duncan, mistaking his iron shot to the short eleventh, and eventually gave up the hole. He was now 3 down, but he revived the hopes of the British contingent by placing a full mashie shot at the twelfth, two yards from the pin, and holing the putt for a 3. However, it was all to no purpose, for at the thirteenth, a hole of 450 yards, the American hit a dream of an iron shot to within a yard of the flag, and holed the putt. Three up again. Then came the next two holes, where, by reason of his superb short game, backed up by sound and graceful putting, he halved one and won the other.

The Scottish crowd cheered Smith on his great victory, not because he is an American, but because he is really one of them. And Mr. Kellogg, the American Ambassador, speaking at a subsequent function, congratulated Smith upon his signal triumph, and added he had won on the greatest golf course in the world. "Golf," he said, "has saved my life, and it is the one thing I have to live for."

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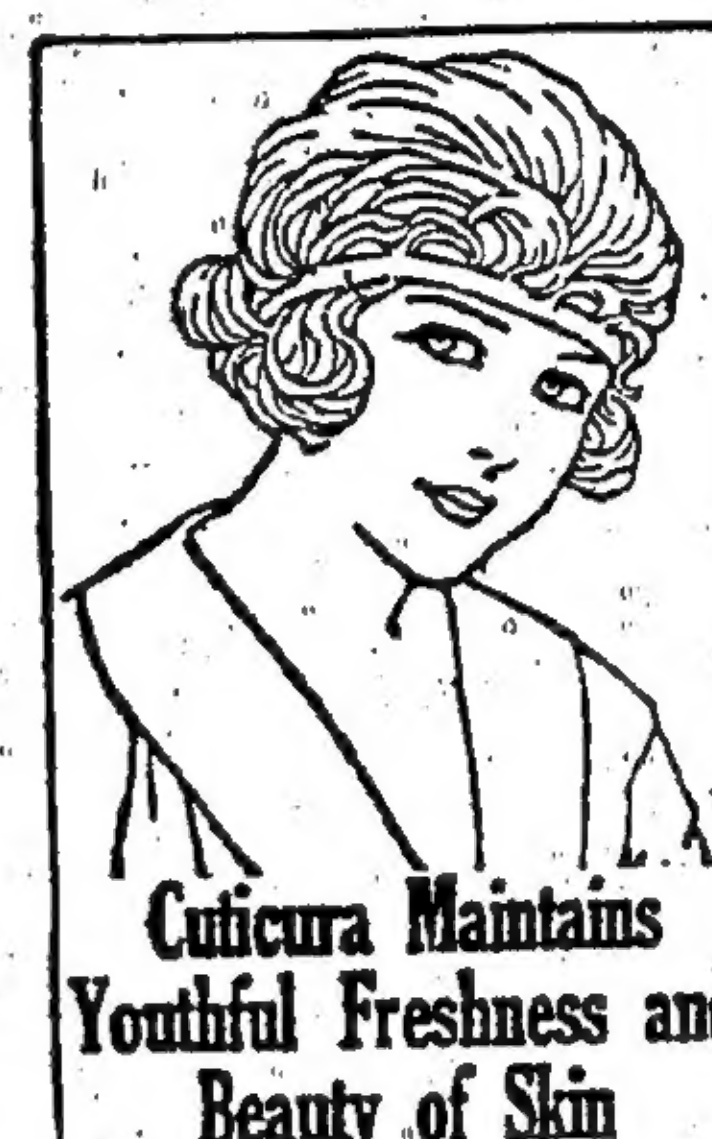
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### LAND OF NO RATES AND TAXES.

ONE MEETING A YEAR  
PARLIAMENT.

An official White Paper declares that Great Britain has agreed to the inclusion of Liechtenstein in the treaties which exist between England and Switzerland. This recalls that there are sixty-five square miles in the middle of Europe where nobody pays any rates or taxes, and there is no public debt. They go by the name of the Principality of Liechtenstein, and have just been taken under the sisterly wing of neighbouring Switzerland.

The Principality dates back to 1143, and the eight hundred years of its history read like a tale from a light opera, though as there have been no soldiers in Liechtenstein for the last sixty years no gaily decorated soldiers can come dancing on the stage to bring down the curtain on the act which has just been completed.

Once the Principality was mothered by Austria and Hungary. The larger country, which lay on its borders, took over its Customs and ran its postal service, and, like all small brothers, when Austria went to war with Germany in 1866 the Principality wanted to fight, too.

It did. An ultimatum was sent to Germany, and a state of war declared, but peace soon came between Austria and Germany. Liechtenstein, however, was not content, and refused to sign any such treaty.

As far as anyone knows, it is still at war with Germany.

The mothering of the Principality by Austria and Hungary continued until the Great War, but now, as it lies across the banks of the Rhine from Switzerland, the Swiss have taken over the Customs and postal authorities, and have asked the British if it can be included in the treaties which exist between the two larger countries. Britain has agreed to this.

Liechtenstein is governed by a prince who is reported to be enormously wealthy, and thus keeps his 12,000 subjects free of taxes. There is also a Parliament of fifteen members, which meets once a year.

### A HA'PENNY COMPANY. HUMOROUS REGISTRATION DETAILS.

The "booby prize" for nominal capital must be awarded to Frank Davies, Ltd., an auctioneering and estate agency concern just registered with a capital of one halfpenny in two shares of a farthing each, says the *Financial Times*. The promoter is evidently something of a humorist, as a clause in the articles of association provides that "unless and until allowed by law, no shares shall be issued at a discount." It would be difficult to issue those shares at a discount even if it were legal. If the two shares were issued for one farthing, constituting a discount of 50 per cent., there would only be one shareholder, and one member cannot constitute even a "private" company.

It has long been known that a private company could be registered with only two shares of a farthing each, but apart from establishing a "record" there is no object in cutting the capital quite so low. The stamp duties payable on registration (2s) are just the same as those for £100 capital. This unique registration serves at least one good purpose, however. It emphasises the fact (so little understood) that the nominal amount of a share is no criterion of value. When the assets of the "Frank Davies" concern are worth the halfpenny which constitutes the nominal capital or are worth £1,000,000, one farthing share constitutes a title to half those assets, and whatever dividends the concern may pay, one farthing share will entitle its holder to half of those dividends.

In this case the whole of the shares are held by the same family. Mr. Frank Davies, of Stamford Hill, managing director of the new company, holds one farthing share, and his wife, who is secretary of the company, holds the other. "The quorum shall be two," quaintly say the articles of association in regard to directors' meetings. Provision for the pensioning of ex-employees also figures in the document.

The cost of the registration amounts to 2,400 times the capital of the company. Mr. Davies is a certified accountant.

### END OF "DEATH RAY."

Mr. Frederick Richardson, the American expert who is making investigations in Europe with respect to the so-called "death ray," has reported to a select Committee of the House of Representatives that the "death ray" does not exist. He characterizes the statement that the Germans used the "death ray" to stop French aeroplanes on the Ruhr as a myth.

### FINANCIAL SAYINGS OF A WEEK.

Through profits we keep the producer in a position of subservience to the consumer; without profits the producer would be top dog.—*Sir Ernest Benn.*

It must be admitted that steel-makers generally have hitherto failed to make the best use of the rising generation of metallurgists and engineers.—*Sir William Ellis.*

The Moscow Communists—the Soviet Government—have absolutely admitted failure, and have come to a capitalist country to borrow money to enable them to carry on their work.—*Mr. J. Scatton, M.P.*

Unless a settlement comes about of debts and obligations there will be no loans or guarantees for Russia; for people to talk in any other sense, or to suggest that we have promised loans without conditions can only mean that they have not read the Treaty.—*The Prime Minister.*



### Smiles

There are different kinds of smiles, sir, smiles of impudence, superior smiles, and smiles, and smiles of contentment which are rays of human sunshine, sir, like the Kensitas smile.

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### PETROL'S COMING OF AGE.

At first sight it seems impossible to believe says the *Times* that it is only twenty-one years since petrol in bulk began to arrive in England. Nothing in life is so remarkable as man's capacity to adapt himself to new conditions, except his failure to count his blessings. A man will set his heart on achieving some small ambition, to obtain which will make him (so he thinks) happy for ever—it matters little what that ambition is; perhaps something purely material, such as ability to travel in a first class carriage. He achieves his ambition, and for a short space he enjoys a thrill every time he enters a train; but in an incredibly short space of time he has lost this thrill. Henceforward he regards first-class travel as the normal means of transport, and encounters no emotion concerning it, except annoyance when for any reason he is forced to travel third. In the same way the world in general has grown used to petrol. It considers the pre-petrol days to be a kind of appendix to the Dark Ages, and forgets that those days are so little distant from us that only the very young are unable to recall them. It forgets that the motor-bus is, practically speaking, the newest of newcomers to the roads which it has revolutionised, and which are still unable to withstand its crushing weight for more than the shortest of periods. Only when a strike occurs does the world remember that once on a time, not so long ago, it had to make more difficult and careful arrangements when it wanted to get about. Twenty-five years ago people used to burn petrol in kerosene lamps and use the way and nobody could find a use for it. To-day the man who owns an oil well is looked upon as having achieved the summit of all earthly bliss; and the man who does not possess some kind of machine which needs petrol to make it go regards himself as hardly used by fortune. In another twenty-one years' time, if the supply of petrol continues to be equal to the steadily increasing demand, the average man's trouble is going to be not whether he can afford to buy a car or not, but whether he will be able to find anywhere to put it when bought. The last few years have made this world of ours a very small place. The development of our knowledge of electrical phenomena and laws has increased beyond all computation man's ability to learn what is happening on the earth he inhabits; but the change that petrol is making is, perhaps, more wonderful still, for it enables the average man to get about and see things for himself.

### Got Indigestion?

Here's News For You!

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## HONGKONG RESIDENT'S ARREST AT SINGAPORE.

BAIL OF \$4,000 REQUIRED.

The following is taken from the *Strait Times* of October 10th:—

"Soon after the B.I. steamer *Taira* arrived in port from Hongkong to-day, Chief Detective Kenny boarded her and effected the arrest of Mr. S. C. Clayton, a first-class passenger, who is stated to be an architect practising in Hongkong. Later in the morning Mr. Clayton was produced before Mr. Pryde, District Judge, who observed to accused: 'You have just come from Hongkong. You understand, I suppose, that the Hongkong police have asked that you should be arrested here on a provisional warrant. Can you show any cause why you should not be remanded for a week until the necessary papers arrive from Hongkong? You are charged with theft, or larceny, as a bailie of \$2,000.'"

"Mr. Clayton said he could not show cause at the present moment."

"Mr. Pryde: Have you got bail?"

"Mr. Clayton: I can give personal bail in the sum of \$1,500."

"The Magistrate said that the bail must be \$4,000."

"At this stage Mr. Clayton, speaking with some emotion, said he had two children, the eldest three and the other a year old, with him. He meant to take a room at the Sea View Hotel, and await the arrival of his wife who was expected here from Bombay in a few days. He intended to spend about three weeks here, and then return to Hongkong."

"Mr. Nicol told the bench that it was rather hard upon the children, especially as Mr. Clayton had told him that both were sick. He thought that arrangements might be made to send them to a proper boarding house where they might be looked after by a lady. He would himself see to this matter."

"The accused then left the court with the police."

## SINGAPORE TRAMWAY ROUTES.

WHY THEY REMAIN THE WORST.

The following is taken from the report of the executive municipal engineer, Singapore, for the year 1923:

"The tramway routes still form the piece de resistance of the roads department, and will continue to do so until the necessary legislation has been passed for taking up the worn out rails and substituting trackless trams. It will be readily understood that reconstruction of tramway routes is impracticable so long as the tram rails remain in their present switch-back condition, as of course they would have to be raised to suit the amended levels of the new road surfaces when reconstructed. It would not be sound policy to do this now that the new Tramways Ordinance is under consideration, and so it has only been possible to make the condition of tramway routes as tolerable as possible to ordinary vehicle traffic by extensive roller patching, until some decision as to the future of the Tramways has been made. Meanwhile, thoroughfares bearing tram rails remain the worst in the town."

"In reference to the projected new Tramways Ordinance, whereby—inter alia—the Tramway Company propose to pay to the Commissioners an annual sum computed on a tram-mile rate, and a percentage of the profits as compensation for the extra wear and tear which would be thrown on tram routes if the scheme to adopt trackless trams be approved, it is of interest to note that, according to the road census of the British Ministry of Transport, the cost of maintaining roads in Great Britain is 0.31 of a penny (or 1.1 of a cent. Straits currency) per ton-mile of traffic."

## TRIBUTE TO PORTUGUESE AIRMEN.

AN OLD NATIONAL TRADITION.

The following report is from *The Times* of September 5th:—

"The Portuguese airmen, Major Brito Pais, Major Sarmiento de Belres, and Lieutenant Gouveia, who, starting from Lisbon in April, flew to Macao, in China, were the guests of members of the Portuguese Colony in London at a dinner held at the Trocadero Restaurant last night. The gathering was organized by the Portuguese Chamber of Commerce. The Portuguese Ambassador presided. The three airmen were given an enthusiastic reception, and each was presented with a silver vase. They arrived in London on Wednesday from New York, and today they sail from Southampton for Lisbon."

"Mr. S. I. de Lencastre, president of the Portuguese Chamber of Commerce, proposing the toast of 'Our Guests,' said they were illustrious airmen and had performed a magnificent feat in flying from Lisbon to Macao, a distance of 11,000 miles, in 118 hours. It was a hard test that once more illustrated the old spirit for quest and endurance, and was worthy of the traditions of the Portuguese navigators for centuries past. (Cheers.)"

"The Portuguese Ambassador proposed 'The Portuguese Airmen,' and said the bold flight they were commemorating had shown the great possibilities of journeys through different climates at the greatest speed. He congratulated their guests on their splendid achievement."

"Major Brito Pais, replying, said that the gathering afforded him an opportunity of expressing their appreciation of the assistance given them by the English authorities in India and Egypt. He would like also to refer to the splendid attempt recently made by English aviators to fly round the world. They contended successfully with many obstacles, and they had won the admiration of the world."

## LOCAL SPORT.

### V.R.C. SWIMMING CHAMPIONSHIPS.

LAST NIGHT'S SUCCESSFUL EVENTS.

The Finals for the V.R.C. Swimming Championships, which been unfortunately twice postponed owing to typhoon conditions, were favoured with radiant weather yesterday, and were carried through without a hitch from start to finish.

The band of the 1st Battalion, the East Surrey Regiment was in attendance, and played throughout the afternoon.

Sir Claud Severn was an early arrival, and witnessed the first event. Lady Severn arrived a little later.

The events, with results, were as under:

Final Two Lengths Hurdles Handicap.—1, J. V. Ramsay; 2, A. Kitchell. Winner's time: 31.1-seconds.

100 Yards Girls' Championship.—1, Ena Allen; 2, Martha Gourlay. Winner's time: 1min. 29.3-seconds.

High Dive.—1, A. George (90 points); 2, A. Duncan (80 points).

100 Yards Championship of the Colony.—1, D. Lyon; 2, J. R. Johnston. Winner's time: 59-seconds.

Final Four Lengths Handicap (Members).—1, A. E. Noronha; 2, D. Laine. Winner's time: 62.4-seconds.

Final Two Lengths Handicap (Members).—1, J. Montalto; 2, J. Kent. Winner's time: 29.1-seconds.

100 Yards Ladies' Championship of the Colony.—1, Miss G. Ramsay; 2, Miss M. Blunsdon. Winner's time: 79.1-seconds.

Final Four Lengths Girls' Handicap.—1, Doris Hunt; 2, Maude George. Winner's time: 66.1-seconds.

High Dive, Ladies (open to the Colony).—1, Miss K. Kitchell (104 points); 2, Miss M. George (90 points).

The Team Race, announced as open to any unit, Hong Kong, club, produced two sides as contestants, from the V.R.C. and the Kowloon British School respectively. The former won comfortably in 5min. 49-seconds.

Water Polo.—The Rest, 1; Winners of the League, 0.

Consolation Prize, (Two Lengths).—B. Rasmussen.

After the racing, Lady Severn presented the prizes to the successful competitors.

In a short speech Sir Claud Severn expressed the regret of H.E. the Governor that he was unable to come and witness the sports.

### "QUEEN'S" COLLEGE.

ANNUAL AQUATIC SPORTS.

Some good sport was seen at the Victoria Recreation Club Bath, on Tuesday, on the occasion of annual aquatic sports of Queen's College.

The results were as follows:

25 Yards Handicap (Small Boys).—1, Roza Pereira; 2, Chi Hung Yeung; 3, Chan Po Ying.

50 Yards Handicap (Junior).—1, Chau Yi Hin; 2, Chu Yuen Chi; 3, Pang Oi Lam.

50 Yards Handicap (Indian Boys).—1, Mina; 2, Razack; 3, Saphan.

Coronation Shield (open to all Schools in the Colony).—1, Queen's College; 2, St. Joseph's College.

50 Yards Breast Stroke.—1, Ip Kum Im; 2, Wong Kim Fan; 3, Yeung Fu Ma.

High Diving (Championship).—1, Lai See Chin; 2, Tong Wai Lit; 3, Roza Pereira.

Long Plunge (Championship).—1, Chin Yu Shing; 2, Lai Lu Hang; 3, Lai See Chin.

50 Yards Handicap (Senior).—1, Chin Yu Shing; 2, Mak Kai Hung; 3, Ip Kum Im.

100 Yards Championship.—1, Tong Tan Chi; 2, Lai See Chin; 3, Roza Pereira.

Old Boys' Race.—1, Leung Shiu Man.

European Masters' Race.—1, Mr. Tolley; 2, Mr. Ralston; 3, Mr. Fletcher.

Junior Class Team Race.—Winner, Class 4A.

Senior Class Team Race.—Winner, Matriculation Class.

Consolation Race.—1, H. Ho Tung; 2, Cheung King Hon; 3, Cheung Yu Choi.

Prizes were presented by Mr. W. Logan, and the officials were: President, Mr. B. Tanner; Starters, Messrs. W. Kay, J. Ralston and H. C. Wallington; Time Keepers, Messrs. H. R. Menzies and W. E. Tolley; Judges, Messrs. A. H. Crook, W. Lucas Handyside, N. Evans and D. Campbell; Secretary, Mr. J. C. Fletcher; Results, The Senior Prefect.

### CRICKET.

C.S.C.C. v. I.R.C.

The Civil Service Club will be represented by the following on the I.R.C. ground at 2 p.m. on Saturday:—E. B. Reed (Captain), A. R. Sutherland, R. E. O. Bird, C. Alexander, W. H. Edmonds, H. Strange, F. Baker, C. Beardsall, A. W. Grimmit, H. Westlake and R. R. Davies.

C.S.C.C. 2nd XI. v. I.R.C. 2nd XI.

The following will represent the Civil Service Club on the I.R.C. ground at 2 p.m. on Saturday:—J. H. B. Nihil (Captain), F. Harper, W. Cullip, H. R. Butters, R. Smith, B. E. Maughan, W. J. Lockhart-Smith, G. H. Hallam, C. Sarn, J. J. Gregory and W. Say.

## LEAGUE FOOTBALL.

Hongkong Police v. R.A.

On the Garrison ground at Sackunpo, the Police turned the tables on their victors of last week when they won the game yesterday by the odd goal in three.

From the kick-off the R.A. took up the attack and in the opening minutes Redhead opened the score for them taking a pass from Sowter and giving Clark no chance. From the centre the Police took up the attack but the shooting was erratic. Later Dewar passed to Fenn who gave Dobson no chance in the R.A. goal and made the scores level. E. G. Post had to be assisted off the field, and the Police continued up to the interval with ten men only. The game continued fast and even but shooting was wild on both sides. The interval arrived with the scores: Police 1; R.A. 1.

The Police resumed with ten men, but Post came on shortly afterwards and after a few minutes retired again, taking no further part in the game. Redhead had a good opening but dallied with his shot and Fenn dropping back cleared. For a time the R.A. had the better of the game but a break away by the Police forwards ended with Johnson beating Dobson with a well placed shot and putting the Police two up. The R.A. tried hard to level up but spoiled several good openings by wild shooting. Just on time Harris ran through but shot outside the posts from close range. The final whistle sounded leaving the Police winners by two goals to one.

Although the R.A. had most of the play, the Police fully deserved their win by their determination, and it is obvious that harring accidents they will improve as the season advances. They played well together, Clark and Wynne deserving special mention while Simpson and Johnson were very thrustful forwards. The R.A. team were erratic, the backs not giving Dobson in goal much assistance. Redhead and Rachell worked hard in the middle line and Harris and Redhead were the pick of forwards although the latter made the mistake of lying too far up the field and was frequently pulled up for offside.

The teams:—Police—E. A. Clark; Wynne and Harle; Brittain, Rorbes and E. G. Post; E. A. Post, Dewar, Johnson, Fenn and Simpson.

R.A.—Dobson; Duddy and Hardy; Rachell, Reade and Viccars; Harris, Browning, Redhead, Hemsworth and Sowter.

Referee: Mr. F. Smith.

### GOLF.

ROYAL HONGKONG GOLF CLUB.

The following have been selected to represent Hongkong v. Manila on October 18th and 19th:—A. B. Stewart (Captain); I. W. Shewan, A. H. Ferguson, R. A. Cambridge, Capt. J. W. Bennett, E. J. R. Mitchell. Reserve: W. Galloway.

Play commences at 9.15 each day. The 9.15 train will run on Saturday as well as Sunday.

A. B. Stewart cannot go to Shanghai for the match on 30th and 31st instant.

A. H. Ferguson has been asked to Captain the side and N. L. Smith has been asked to complete the Hongkong six.

### FREEMASONRY.

PERSEVERANCE LODGE OF HONGKONG RECEIVES HALL STONE MEDAL.

United Grand Lodge of England held its quarterly communication on September 3rd, at Freemasons' Hall, Great Queen Street, W.C. The Pro-Grand Master, Lord Amphil, presided.

Lieut. Colonel W. Francis Ellis was invested as Senior Grand Deacon of England, and Mr. J. Wilson Taylor as Junior Grand Deacon. In the absence of Sir Kynaston Studd, P.G.D., Mr. R. Verney Clayton, P.A.G.D., nominated as Grand Treasurer, Mr. Ernest Edward Adams, chairman of Lloyds, Past Master of the Lutine and other lodges. The report of the Board of Benevolence was adopted on the proposition of the Senior Vice-President, Mr. C. J. R. Tijou, P.A.G.D.C., seconded by the Junior Vice-President, Mr. F. W. Hancock, P.A.G.D.C.

In connection with the Masonic Million Memorial, the Pro-Grand Master invested representatives of fourteen lodges with the Hall Stone Lodges Medals, including Wor. Bro. H. A. Cartwright, I.P.M., of the Perseverance Lodge, of Hongkong.

Sir Alfred Robbins, as chairman of the Special Committee on the Masonic Peace Memorial, presented a very satisfactory report. In connection with the special festival, over which the Grand Master, the Duke of Connaught, will preside in the middle of July, 1925, a strong committee, consisting of representative Freemasons from the various provinces and energetic members of the craft in London, has been formed, and has chosen as chairman Sir Frederick Halsey, Bt., Deputy Grand Master, and as deputy chairman Sir Alfred Robbins, P.G.W.

The preparation of the jewels to be presented to those who act as special collectors and are responsible for remittances totalling at least 250 guineas, is well in hand, and the jewels will be ready for issue within a few weeks. The competition in connection with the plans and designs for the new building has aroused great interest among architects both in this country and overseas. Over 300 applications have been received for a copy of the conditions and block plans, and the issue of them has now been completed. When the assessors have selected not fewer than six or more than ten designs from those submitted in the first competition, a further report will be made.

## INTIMATIONS

## THEATRE ROYAL.

OCTOBER 22ND.

## GRAND CONCERT

BY

**ERREM ZIMBALIST**

WORLD FAMOUS  
VIOLINIST.

At the Piano, EMIL BAY.

BOOKING AT MOUTRIE'S.

PRICES:—\$5, \$3, \$2.

### NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

AND  
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "NINGCHOW"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf.

The Cargo will be ready for delivery from Godown on and after 13th October.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No Claims will be admitted after the Goods have left the Steamer's Godowns, and all Goods remaining undelivered after the 20th October, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 3rd November, or they will not be recognised. No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 12th October, 1924. [1358]

### "GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM AND STRAITS.

THE Motor Yessel "GLENGARRY"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 20th October, 1924, at Noon, will be subject to Rent.

All broken, chafed and damaged Packages are to be left in the Godowns, where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas, on 18th October, 1924, at 10 a.m. Claims against the Steamer including those for Cargo short delivered, must be presented on the Special Form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 13th October, 1924. [1359]

### S.S. "PORTHOS."

SERVICES CONTRACTS DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MABSEIL-LES, &c., in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after lading.

Bills of Lading will be countersigned by the Underwriter. Goods remaining undelivered after the 20th instant, at Noon, will be subject to Rent and Landing Charges.

All Claims must be sent in to us on or before the 2nd instant, or they will not be recognised.

All damaged Packages will be examined on Monday, the 20th instant, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

B. RODENFUSER, Agent.

Hongkong, 13th October, 1924. [1360]



## SERIOUS FIGHTING AT CANTON.

### DR. SUN'S EFFORT TO CRUSH THE VOLUNTEERS.

The long expected clash between Dr. Sun Yat-sen's army and the Merchants Volunteers apparently commenced yesterday. It was reported a few days ago that Dr. Sun had issued orders to the troops to take possession of Saikwan, the principal business centre of Canton. Telegraphic communication with Hongkong is interrupted, but certain Chinese circles in the Colony received information yesterday that fighting started early in the morning and was still in progress in the afternoon.

This information is confirmed by the story told last night to a *Daily Press* representative by a British subject who returned to Hongkong from Canton yesterday on the s.s. *Lungshan*.

Canton, he said, is now in a state of siege by a strong force of Sun Yat-sen's troops. By the small hours of yesterday morning, they had completely surrounded an area comprising Taiping-Maloo, and Saikwan.

Just before 5 a.m., he stated, a force of about 2,000 of Dr. Sun's men marched on to the Bund, along which they proceeded to picket themselves at swiftly barricaded positions at the end of the thoroughfares leading to the sea.

The barricades were set up with remarkable thoroughness and speed, when it is considered that the workers were harassed by intermittent rifle-fire from Merchant Volunteers barricaded in positions further up the streets. The obstacles on both sides were constructed of wood, stone, and granite. Dr. Sun's forces, added our informant, had machine-guns, but he did not hear any machine-gun fire from the Volunteers.

Our representative was shown a large indentation in a stout steel wall of one of the deck-cabins of the *Lungshan*, where a Muser bullet had struck it, and nearly gone through.

Just before the *Lungshan* left Canton at 8 a.m. yesterday, frequent bursts of firing were exchanged, and our informant saw four corpses, all Dr. Sun's men, on the Bund, and a considerable number of wounded being carried away.

Everything pointed, he said, to an engagement on a large scale during the day.

Our Chinese correspondent communicated to us last evening the following information:

Dr. Sun Yat-sen's attack on the merchants of Canton, as expected, started early yesterday morning (October 15th), the Reds and the mercenaries under him first surrounding the City and then beginning to loot. Those participating in the fighting against the populace consisted of divisions from all armies, including those of the Cantonese under General Hsu Chung-chi, the Yunnanese, the Kwangis, and the Hunanese and the Honanese. The fighting was still in progress in the afternoon.

A leading Cantonese merchant, when seen on the subject, said: "All militarists and mercenaries must be driven out of China, if the people are going to govern at all. That some people had to die and some of their homes had to be sacrificed in order to oust these enemies to democracy from the country are to be expected. The Cantonese, refusing to further subject themselves to militarism but appearing as a people to defend their right to life, liberty, and property against those trying to impede the progress of the Republic, are vanguards in the people's movement for true democracy and national righteousness. That the Canton Merchants Volunteers may have failed at the beginning in their conflict with regularly trained mercenaries from many provinces still allowing militarism to flourish will not discourage the people's movement for government of the people, by the people, and for the people. The fight for the salvation of China by the Chinese themselves will go on. The Cantonese have led and they are confident that other provincials will co-operate in the movement for true national betterment and progress."

Dr. Sun Yat-sen has returned to near Canton and is now quartering himself in the Kwangtung Arsenal at Shikesheng, north of Canton City, according to a report attributed to sources friendly to the Red Generalissimo.

The Red Army in Canton is but 7,500 strong. General Hsu Chung-chi commanding about 3,000 men and General Wu Te-chen, another 3,000, while General Fan Chung-hsiao, of the Honanese, about 1,500. Dr. Sun's other mercenaries, who still unwilling to adopt the Red standard as ordered by Dr. Sun, may not attack the merchants as Dr. Sun has secretly instructed them to do. It is not believed that General Li Fook-lum will co-operate with the Reds in the looting and destruction of the shops in Saikwan in Canton as Dr. Sun on the evening of October 12th directed.

No information has been made available from official sources of the capture by the Cantonese Army under General Chen Chiung-ming of the forts at Bocca Tigris as generally reported in Canton.

That Dr. Sun Yat-sen has decided to give up his Northern Expedition is apparently confirmed by the report that his news agencies have been directed not to mention the subject again.

### CROWD AWAITS STEAMERS FROM CANTON.

From 11 o'clock last night until an early hour this morning an exceptionally large crowd of Chinese gathered on the Praya in the vicinity of the Canton wharf.

They patiently awaited the arrival of the night steamers for news of the situation in Canton and when the *Sai On* and the *Kinshan* berthed just before 1 a.m. the anxiety of the crowd for information was displayed in the way they pressed in to the wharf gates to gather the stray fragments of news.

### NEWS GLEANED FROM THE "SAI ON."

A representative of the *Daily Press* interviewed a number of the ship's officers on board the s.s. *Sai On*, shortly after her arrival this morning and gleaned some details as to what was happening in Canton. When the *Sai On* arrived in Canton at 6.30 a.m. yesterday, fighting had already commenced, in fact the firing in the City could be heard as the steamer proceeded up the river. It was obvious to those on board that the situation was serious.

It was, in fact, so serious that no one ventured ashore or on to the Bund and most of the passengers taken to Canton decided to return to Hongkong without going ashore. A few passengers were disembarked into sampans and these were taken across the river to Honan where things are comparatively peaceful.

Throughout the day the Bund was deserted of civilians and the only people to be seen were soldiers of the opposing factions and these not in large numbers. During the earlier part of the day there was considerable firing on the Bund. Volunteers and Sun's men "potting" at each other from various positions of vantage. The Asia building was apparently in the hands of Sun's men who completely controlled the situation in that vicinity. From the decks of the *Sai On* several fires further back in the City could be observed and once when the Fire Brigade came along the Bund to deal with a blaze, Sun's men in the Asia building fired on them and would not allow them to proceed. Many casualties were also seen on the *Sai On* and wounded men were carried past the ship in chairs and rickshaws.

According to information received on the vessel looting has been rife in the City for the best part of the day.

### THE CAUSE OF THE TROUBLE.

The trouble is believed to have originated late on Tuesday when it was discovered that a number of the arms seized by Sun's men in last week's scrap on being returned were not those that should have been handed over, but firearms of an inferior quality. The Volunteers refused to accept them, and Dr. Sun was informed of the impasse and it is stated that on the orders of the Generalissimo the Red Army commenced active operations at day break yesterday.

When the *Sai On* left last night for Hongkong firing was still in progress and Canton appeared to be in for a very bad night's fighting.

## CANTON HOUSES ABLAZE.

### EYE-WITNESS'S STORY OF STREET BATTLE.

#### WRECKING THE CITY.

A passenger who returned to Hongkong from Canton on the s.s. *Kinshan*, which arrived at one o'clock this morning, interviewed by a *Daily Press* representative, said: "Well, as a matter of fact I went up to Canton on business, but found things so hot that I have come back to Hongkong."

When the *Kinshan* arrived in Canton at five o'clock on Wednesday morning, bullets were flying all round the ship, and the Red Army appeared to have control of the Bund. The Volunteers were on the look out for the men of Sun Yat-sen's Red Army but were confined to the city, the Bund being an impregnable Red position.

The Merchant Volunteers were shooting at Reds whenever they got an opportunity, and as a measure of retaliation the Red Army was setting fire to houses and business premises in Canton.

The firing in different parts of the city was maintained all morning and most of the afternoon, but there was a lull which lasted for about an hour. He stated that he went ashore when the lull in the shooting occurred, and found that many of the streets had been barricaded.

Refugees everywhere were gathering together, their belonging and making their way either out of the city or to the Bund so that they could embark on ships leaving the port.

Many of the passengers who went up to Canton on the *Kinshan* remained on board and booked return passages, while a considerable number of refugees decided to book up as passengers. The *Kinshan* carried a far larger complement of passengers than usual.

When the vessel left the port last night fierce firing had again commenced, and all over the city fires were breaking out. This, he said, was the work of the Red Army. There were more than a dozen fires which could be seen as the ship left the city, and the streets were clear of all but the fighters engaged in the battle of the streets.

It was almost impossible, he said, to give an estimate of the casualties, but undoubtedly many must have been killed.

Without doubt it was only the start of a hard fight, which might continue for days even. As the *Kinshan* slipped down the river those on board could see the flames from the fires and hear the rattle of machine guns and rifles. Apparently bombs were not being used.

"If this state of things continues long Canton will be absolutely wrecked," concluded the passenger.

### LADY'S BAG SNATCHED IN BATTERY PATH.

#### CHINESE YOUTH SENT TO PRISON.

A Chinese youth was charged at the Central Magistracy, before Mr. R. E. Lindell, yesterday, with snatching a handbag from Mrs. Green, of 266, The Penk. The bag contained a small sum of money. The snatching occurred in Battery Path the previous evening.

In reply to the Magistrate, Inspector Spear said there had been a lot of snatching of late. The complainant was out walking with her husband, and when they were passing St. John's Cathedral defendant came up from behind and snatched the bag.

He ran round the Cathedral and made towards the Government Office, where he was caught by a soldier.

The Magistrate sentenced defendant to nine months' imprisonment with hard labour, and ordered that he should also receive 12 strokes.

### THE TEA MERCHANT MURDER.

The shop foki who is alleged to have murdered his employer and left the body in an empty tea chest on the verandah at 145, Connaught Road, was again charged before Mr. R. E. Lindell at the Central Magistracy, yesterday morning, and was remanded for another week. No evidence was taken.

## RENTS ORDINANCE.

### SOLVING ANOTHER LEGAL PUZZLE.

#### INTERESTING JUDGMENT ON THE GOVERNOR'S POWERS.

In the Summary Court, yesterday morning, Mr. Justice Dyer Ball delivered an important judgment, the main object of which was the legal interpretation of an order made by the Governor-in-Council exempting Nos. 68, 69 and 70, Queen's Road East, from the provisions of Section 4 (1) (f) of the Rents Ordinance. The case was one in which the landlords, Li Chan-shi and Chu Chan-shi, claimed possession of the houses in question in which there were nine tenants.

Mr. Eldon Potter, K.C., instructed by Mr. E. S. C. Brooks, represented the plaintiffs and Mr. C. A. S. Russ and Mr. D. McCallum appeared for the tenants.

His Lordship, in delivering judgment, said the argument had been confined to the one point at issue—the validity and effect of an order made by the Governor in Council on May 28th and appearing in the *Gazette* on March 30th, exempting houses Nos. 68, 69 and 70, Queen's Road East, from the provisions of Section 4 (1) (f).

Reviewing the arguments of Mr. Potter, his Lordship said Counsel's first point was that the exemption power was never intended to apply to exemptions in favour of the tenant but only to exemptions in favour of the landlord and that any exemption other than this would lead to absurdities. Mr. Potter claimed that any other interpretation than his would mean that the Governor in Council could exempt a tenant *inter alia* from 4 (1) (a) in which case he was not obliged to pay any rent and from 4 (1) (b) under which he could break all the regulations of his tenancy and not fear eviction.

Continuing, his Lordship said: "There is no doubt that if the exemption is exercised in favour of the tenant in respect of certain provisions of the Ordinances, the result is sufficiently startling, but as Mr. Russ said, when power is delegated in this manner the legislature which delegates that power is surely entitled to assume that it will be exercised reasonably. It is no argument to say that if power is exercised absurdly the result will be an absurdity."

In the opinion of his Lordship, Mr. Potter's absurdities were not absurdities so much as unreasonable and unjust uses of the power of exemption and it was clear that such uses could be made in favour of the landlord or of the tenant. He did not, therefore, agree with Mr. Potter on his first point.

Mr. Potter's second point, said his Lordship, was that the section itself was *ultra vires* because there was no body in the Colony which could deprive a man of his rights except the Legislative Council and then only by Ordinance.

His Lordship said he had examined the point carefully and he could see nothing which warranted the assumption that the section was not for the "peace, order and good government of the Colony." He thought that the very fact that the exemption section was not included in the original Ordinance showed that the Legislature realised that there were tenements which ought not to be within the Ordinance but yet were so by accident. He did not think therefore that the section was *ultra vires*.

As regards Mr. Potter's third point which was that the word "provision" did not mean a portion of a section of the Ordinance, but only a complete section and that the exemption should, therefore, be from the whole of Section 4, there, he from the whole of Section 4, even a sub-section or a paragraph might contain "provisions" in itself. He could not, therefore, accept what Mr. Potter had suggested as a "high road" solution.

His Lordship thought that Mr. Potter's most formidable arguments were those dealing with his contention that the exemption order was not retrospective and could not take away what Counsel had termed "vested rights," and that what the Governor in Council had endeavoured to do by the order was to supply the want of a desirability certificate required under the Amending Ordinance of 1921.

Giving judgment for the plaintiffs, his Lordship said he thought that the object of the exemption section was simply to permit the Governor in Council to say when his attention was called to it that: "the circumstances of this case are such that this domestic tenement should be excluded from the Ordinance on from some of its provisions." In the absence of expressions to that effect he did not believe that the Legislature contemplated depriving the landlord, like the plaintiff in this case, of the rights given him under Section 4 (1) (f) after he had once taken all steps necessary to avail himself of those rights.

His Lordship made an order for possession. At the request of Mr. Russ, a stay of execution for 14 days was granted, Mr. Russ intimating the possibility of appeal.

## LANE, CRAWFORD, LTD.

### PROVISION DEPARTMENT.

#### ANNOUNCE SUPPLIES OF:—

HARRIS SAUSAGES (Wiltshire) ... per tin	90
OXFORD " (Crosse & Blackwells) ..	90
CAMBRIDGE " " " " " "	80
WALL'S PORK " " " " " "	\$1.00
" BOLOGNA SAUSAGES " " " "	1.20
" BREAKFAST " " " " "	1.10
BRISKET BEEF " " " " " "	.70
BRAISED " " " " " "	.30 & 1.70
OXFORD BRAWN " " " " " "	80
OX TONGUES " " " " " "	from 2.40 to 8.00
SHEEP TONGUES " " " " " "	per tin 1.00
LUNCH TONGUES " " " " " "	1.20
SPICED BEEF & TONGUE " " " " "	per glass 2.50
GALANTINE in Glass " " " " "	2.25
" in Tin " " " " " "	per tin 1.80
DRIED BEEF in Glass " " " " "	per bottle .70
CHOICE BACON " " " " " "	.70
ROAST GROUSE " " " " " "	per tin 2.75
" PARTRIDGE " " " " " "	2.75

## GREEN ISLAND CEMENT CO., LTD.

### Best Portland Cement

#### SHEWAN, TOMES & CO.

GENERAL MANAGERS,  
HONGKONG.

## YEOMEN OF THE GUARD

VOCAL SCORE ... \$3.50

LIBRETTO ... .65

AT

ANDERSON'S.

**Powell**  
12, Des Voeux Road.

### After Season's Special Offer.

#### LADIES'

#### WHITE SUEDE SHOES

Trimmed Beaded Buckle  
\$14.50 per pair.

#### WHITE CANVAS

Cross over Strap  
\$8.50 per pair.



## NEW ADVERTISEMENTS

## NOTICE.

THE GENERAL ELECTRIC CO. OF CHINA, LTD.

DURING the absence of Mr. A. B. Rawson and until further notice, I have this day appointed Mr. N. G. MALE, Manager of our Hongkong Branch.

PEROVAL H. NYE,  
Managing Director,  
THE GENERAL ELECTRIC CO. OF CHINA, LTD.  
[1368]

A. S. WATSON & CO., LIMITED.  
INCREASE OF CAPITAL.

SHAREHOLDERS are reminded that the First Call of \$5.00 per share in respect of the New Issue of Shares is payable on or before the 31st OCTOBER NEXT.

A. S. WATSON & CO., LTD.  
JOHN D. HUMPHREYS & SON,  
General Managers.  
[1368]

## WANTED.

A COMPETENT BOOKKEEPER (Portuguese).—Apply with Copies of Testimonials.  
"ALPHA,"  
c/o Hongkong Daily Press Office.  
[1369]

## NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER  
"M. A. L. W. A."

ARRIVED HONGKONG ON 15TH OCTOBER, 1924.

FROM ANTWERP, LONDON, GIBRALTAR, MARSEILLE, PORTSAID, ADEN, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their disposal in the Hongkong and Kowloon Wharves and Godowns. Consignments will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed. Optional Goods will be landed here unless instructions have been given to the contrary six hours before Arrival of the Steamer. Goods not cleared within 8 days, including date of arrival will be subject to Sale. No Fire Insurance will be effected by us in any case.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GORDON & DOUGLAS, at 10 A.M., on Mondays and Tuesdays.

All Claims must be presented within Ten days of the Steamer's arrival here, after which date they cannot be received. No Claims will be admitted after the Goods have left the Godown.  
MACKINNON, MACKENZIE & CO.,  
Agents.  
Hongkong, 15th October, 1924. [1367]

## HARBOUR RACES.

ENTRIES for the HARBOUR RACES Close to the Hon. Secretary, V.R.C., on FRIDAY, 17th INSTANT.  
All Entries to be accompanied by Entrance Fee \$1.00.

MONDAY, 20th OCTOBER, LADIES.  
TUESDAY, 21st OCTOBER, CHINESE.  
WEDNESDAY, 22nd OCTOBER, OPEN.  
B. O. WICHRELL,  
Hon. Secretary, V.R.C.  
[1365]

## ROYAL DANISH CONSULATE GENERAL.

IN THE ESTATE OF M. O. ALBERTSEN, DECEASED.

NOTICE IS HEREBY GIVEN THAT All Claims against the Estate of MARTON OLBSEN ALBERTSEN, of the CHINESE MARITIME Customs, Swallow, who died on the 28th INSTANT, must be filed together with the Warrant on or before the 28th of MARCH, 1925, at this CONSULATE GENERAL where also all Monies due to the Estate should be Paid.

HUGO REEGEL,  
Acting Consul General.  
Shanghai, 28th September, 1924. [1366]

## DOUGLAS STEAMSHIP CO., LTD.

NOTICE IS HEREBY GIVEN THAT AN EXTRAORDINARY GENERAL MEETING of the DOUGLAS STEAMSHIP COMPANY, LIMITED, will be held at the Registered Office of the Company, 20, Des Vaux Road Central, Victoria, Hongkong, on SATURDAY, the 18th DAY of OCTOBER, 1924, at Noon, for the purpose of considering and, if thought fit, approving the draft new Articles of Association of the Company, which will be submitted to the Meeting.

A print of such draft new Articles and a print of the existing Articles of the Company may be seen at the Company's said Registered Office, and at the Office of Messrs. DICKSON, 1, Des Vaux Road Central, Victoria, aforesaid, Solicitors for the Company, and the portions of the proposed new Articles which differ from the existing Articles are indicated by being underlined in Red.

Should the Meeting approve of such new Articles of Association with or without modification, the subjoined Resolution will be proposed as an Extraordinary Resolution, namely:—

"That the new Articles already approved by this Meeting and for the purpose of identification, subscribed by the Chairman thereof, be and the same be hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof."

AND NOTICE IS HEREBY ALSO GIVEN THAT A FURTHER EXTRAORDINARY GENERAL MEETING of the said Company will be held at the Registered Office of the Company, 20, Des Vaux Road Central, aforesaid, on WEDNESDAY, the 5th DAY of NOVEMBER, 1924, at Noon, for the purpose of receiving a Report of the Proceedings at the above mentioned Meeting, and of confirming, if thought fit, as a Special Resolution the above mentioned Resolution.

Dated the 14th day of July, 1924.  
By Order,  
DOUGLAS LAFRAIK & CO.,  
General Managers.  
[1369]

## INTIMATIONS

## HONGKONG JOCKEY CLUB.

DRAFT PROGRAMMES and ENTRY FORMS for the SIXTH EXTRA RACE MEETING to be held on SATURDAY, 25th NOVEMBER, 1924 (weather permitting), may be obtained at the RACE COURSE, HONGKONG CLUBS and CADESWAY BAY STABLES. Entries will Close at 12 o'clock Noon on SATURDAY, 25th OCTOBER, 1924. [1364]

## IN THE MATTER OF THE COMPANIES ORDINANCES, 1911-1923.

IN THE MATTER OF THE HONGKONG CHINESE MERCHANTS' STOCK & PRODUCE EXCHANGE MART COMPANY, LIMITED.

(In Voluntary Liquidation).

NOTICE IS HEREBY GIVEN, pursuant to Section 181 of the Companies Ordinance, 1911, that a MEETING of the CREDITORS of the above-named Company will be held at the Office of the Company, No. 26, Des Vaux Road Central, Victoria, on FRIDAY, the 17th OCTOBER, 1924, at 12 Noon.

Dated 3rd day of October, 1924.  
CHENG MAN PO,  
Liquidator.  
[1367]

## H.K.W.G. &amp; M.C.L. CHILDREN'S FETE.

SATURDAY, OCTOBER 25th, 1924.

TO BE HELD AT

THE VOLUNTEER HEADQUARTERS' PARADE GROUND  
(By Kind Permission of Col. L. G. BIRD, D.S.O.)  
at 3 P.M.

## MOST ATTRACTIVE SIDE SHOWS:

GOLD FISH POOL.  
ROLL, BOWL OR PITCHER. NAVAL CHUTE.  
SEE-SAW AND SWINGS.  
MINIATURE RIFLE RANGE.  
JOY WHEEL.  
DIP. RAFFLES.  
BALLOONS. SWEETS. CIGARETTES.  
TEA—50 CENTS.

ADMISSION—Adults.....50 CENTS.  
Children.....20 CENTS.  
[1367]

## BY ORDER OF THE MORTGAGEES.

## PUBLIC AUCTION.

## VALUABLE LEASEHOLD PROPERTIES.

Situate at TAI KOK TSUI in the Colony of Hongkong.  
To be Sold by AUCTION,  
Subject to a Reserve Price

on

WEDNESDAY,

the 29th DAY OF OCTOBER, 1924,

at 3.00 P.M.

by

MESSRS. LAMBERT BROTHERS,

Auctioneers,

In their Auction Rooms in Duddell Street.

The Properties consist of:—

ALL THOSE Pieces or Parcels of Ground situate at Tai Kok Tsui and registered in the Land Office as Section A of Kowloon Inland Lot No. 888 and Kowloon Inland Lot No. 891 together with the Messuages, Erections and Buildings thereon (if any).

Particulars and Conditions of Sale may be obtained from:—

MESSRS. JOHNSON, STOKES & MASTER,

Princes Buildings, Solicitors,

or from

MESSRS. LAMBERT BROTHERS,

Auctioneers.  
[1364]

## TO LET.

A SHOP Facing the Harbour with Plate Glass Windows adjoining the New P. & O. Building, suitable for a Steamship Business. Frontage, 17 Feet; Depth 54 Feet, with Yard and Outbuilding beyond.  
Address—"A.B." care of Daily Press.  
[1316]

## TO LET.

TO LET—One SINGLE ROOMED OFFICE on 1st Floor, No. 14/15, PRINCE STREET.

Apply—  
PROPERTY OFFICE,  
JARDINE, MATHESON & CO., LTD.  
[1196]

## TO LET.

OFFICE ROOMS in CENTRAL POSITION Apply—  
LINDSEY & DAVIS,  
Alexandra Buildings.  
[1309]

TO-DAY, till FRIDAY,  
at 2.30, 5.15, 7.15 & 9.15.

MACK SENNETT

presents

MABEL

NORMAND

in

"SUZANNA"

A romance for lovers of all ages.

THE CORONET.

## INTIMATIONS

## DEWAR'S

## THE SPIRIT OF FRIENDSHIP

Friendship is the sunshine of life. Its rays reveal in the hearts of friends unswerving loyalty, unfailing understanding and mutual appreciation of all things that strengthen comradeship, not least among them the unchanging friendliness of

## DEWAR'S.

## Dewar's "White Label" and "Victoria Vat."

As supplied to the Houses of Lords and Commons.

By Royal Appointment to His Majesty The King.

## SOLE AGENTS.

## A. S. WATSON &amp; CO., LTD.

Wine and Spirit Merchants.

ESTABLISHED 1841.

Hongkong Office: 14, Chater Road.  
London Office: 131, Fleet Street, E.C.

## The Daily Press.

HONGKONG, OCTOBER 16TH, 1924.

## THE ANGLO-SOVIET TREATY.

The Treaty which Mr. RAMSAY MACDONALD's Government negotiated with the Soviets, but which has not yet been endorsed by the House of Commons naturally receives considerable prominence in the Election speeches of opponents of the Government. Mr. ASQUITH describes the Treaty as "a unique example of political recklessness and business incapacity and almost infantile simplicity." This is a view which appears to be generally shared in British business circles, and we have yet to learn of any business man of recognised standing who has had a good word to say for it. The public is always prepared to take at a discount the valuation placed on the work of a Government by its political opponents, but when, as in the case of this draft Treaty with Russia we have a chorus of condemnation by great trade organisations who naturally look to such a treaty to provide the fullest security for trade we can feel assured that the Treaty must approximately answer to Mr. ASQUITH's rather picturesque description of it. We have in the cable to-day an emphatic condemnation of the Treaty by Sir ERIC GEDDES speaking as the President of the Federation of British Industries, and as REUTER suggests, the non-political character of this organisation is likely to focus public attention on the subject far more forcefully than the mere party politician. This speech at Sheffield, of which REUTER tells us, is not the first expression which the Federation of British Industries has given to its views on the subject. A month ago, as

President of Federation Sir ERIC GEDDES publicly declared that in the opinion of the Federation of British Industries the treaties are not of such a character as to promote British trade with Russia, or to restore satisfactory commercial relations between the two countries. They contain articles calculated to prejudice British commercial relations both with Russia and other countries, and in general represent a surrender of rights and principles which are essential to the welfare of British industry. The federation, therefore, hoped that these draft treaties would not be ratified. Sir ERIC described the treaties as "most amazing documents and unsatisfactory from every point of view. The position of firms who had contracts running with Russia, he declared, was one of great difficulty and uncertainty, for the treaty took away from them the protection they expected as trading concerns and left them with full liability. As regards conditions of trade, the Soviet Government undertook to give to the citizens of Great Britain as good treatment as they gave to the citizens of any other country. That, said Sir ERIC, was an unknown quantity. We made a similar promise, but in our case the treatment was a known and well-defined quantity. So far as the federation was aware, the funds in Great Britain of the old regime amounted to about £15,000,000, and on the signing of the treaty these funds would pass to the Soviet Government as the successors of the old regime, so that the Soviet would receive this in addition to the untold millions by way of loan. One of the points specially emphasised in a statement issued by the federation is that the "recognition" by his Majesty's Government that "the financial and economic position of the union renders impracticable the full satisfaction of the claims" is not in accordance with the facts. To "recognise," it is pointed out, that a Government which controls a vast territory capable of almost limitless productive development and containing some of the largest and richest agricultural and mineral areas in the world can never satisfy, in full, claims which are infinitesimal in relation to its potential wealth is an obvious absurdity. The utmost which should be conceded by any British Government on this point is that the present economic position of the Union renders immediate payment in full of all British claims impossible, and may necessitate some arrangement for a partial moratorium pending the restoration of fuller industrial and commercial activity in Russia. To admit more than this is to prejudice future negotiations and to betray legitimate British interests. The proposal to guarantee a loan to a Government which professes to be unable to meet its existing obligations is "described by the federation as "merely fantastic and calculated to prejudice our relations with other debtor countries." How far the general body of the electors will be influenced by these arguments in the pending election it is impossible to say, but their "attention" has been strikingly drawn to them by the action of Sir LEO CHIOZZA MONEY, the well-known financial authority, who was a Labour member in the Parliament just dissolved but has refused to stand again as a Labour Government because, among other things, he considers that the argument that the Russian loan will be a remedy for unemployment is "a cruel misrepresentation." With the Liberals co-operating to some extent with the Conservatives by avoiding triangular contests the chances of a larger combined majority in the new House of Commons against the Labour Party would seem to be greatly improved.

There were 39 deportees from Saigon on the s.s. *Talanchus*, one of whom died before the vessel reached Hongkong. Typhoon weather was encountered by the s.s. *Halvard* on her way from Saigon, in Lat. 12° 30' N., Long. 110° 38' E. The vessel suffered no damage. A fine of \$500, or six months' hard labour in default, was the penalty imposed at the Kowloon Magistracy yesterday on a man convicted of possession of a dagger. Among the passengers by the P. & O. *Malwa* which arrived yesterday were Mrs. and Miss Birkett, Mrs. Leak, Mr. and Mrs. A. M. Clark, Dr. J. H. Sanders and Mr. S. H. Ross. The Bible Circle at the Helena May Institute to-morrow, Friday, October 17th, will be conducted by Mrs. H. Lechmere Clift at 10.30 a.m. The meeting is open to all women.—Advr.

A Chinese fitter, employed at the Naval Dockyard, were killed on Tuesday, as the result of a plank of wood falling from the overhead trolley which connects the Powder Magazine with the Naval Yard. The weekly return issued by the Medical Officer of Health shows that 9 cases of typhoid were notified last week—7 Chinese and 2 Indian. There was one Chinese paratyphoid case, one of diphtheria and one death from influenza. The annual Harbour races will take place on Monday, Tuesday and Wednesday, and not on Tuesday, Wednesday and Thursday, as at first advertised. The fact that the tides are more suitable accounts for the change. Entries close on Friday.

Mr. R. McP. Austin has been transferred from the British Consulate at Kobe to Manila. Mr. and Mrs. Austin carry with them the good wishes of all in Kobe, where they will be greatly missed. Mr. C. H. Archer has returned from Seoul to the Kobe Consulate. In Singapore last year there were 58 trade bankruptcies, of which 39 were Chinese, and of which the liabilities of one exceeded a million dollars. There were two bankruptcies the liabilities of which were between a half and one million dollars, and five between \$100,000 and \$300,000.

A tea party, promoted by the Committee of the Khalsa Diwan (Sikh Temple) and the Sindh Hindu Merchants' Association, was held at the City Hall, yesterday afternoon, in honour of Inspectors Mohinder Singh and Nawab Khan, of the Hongkong Police, who have received the titles of Sirdar Sahib and Khan Sahib, respectively.

## CORRESPONDENCE.

## THE SHIPS' CONVEY SYSTEM.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—As one of the travelling public, making frequent business trips between Hongkong and Canton, I should like to make a suggestion with regard to above.

Before the start of the Convey System I could always manage to get the ferry to Kowloon on arrival from Canton, but now the ships are never in before 1 a.m. and often 3 or 4 o'clock in the morning.

This in my humble opinion could easily be avoided, without detracting from the efficiency of the system, by making the slow ship, the guard ship. There is so little difference between the speeds of the faster ships of the Convey, that they could always be within "hail" of each other.

In the events of a piracy taking place, surely, with the defence scheme at present in vogue on each ship, they could manage to stop and resist till the guard ship came along.

As the moral effect would be just the same there is no reason why this suggestion should not be carried out. It would be more convenient to passengers, fairer to the Shipping Companies, and there would be less risk of accidents while navigating the ships.

A more able pen than mine on this subject, through the columns of your paper, might have the desired effect.—Yours, etc.

PASSENGER.

## ARRIVAL OF THE NEW CHIEF JUSTICE.

SIR H. C. GOLLAN, C.B.E.

Sir Henry Cowper Gollan, C.B.E., arrived in Hongkong yesterday morning from Ceylon by the s.s. *Malwa*, to take up the appointment of Chief Justice of the Colony. Sir Henry was first welcomed by the Hon. Mr. H. T. Cressy, Director of Public Works, and Lieut.-Comdr. G. F. Hole, R.N., Harbour Master, both of whom knew Sir Henry whilst they were with the Ceylon Government at Colombo. H.E. the Governor's A.D.C. (Captain Neville) was then introduced to the new Chief Justice by the Hon. Mr. Cressy, who in turn introduced the acting Chief Justice of the Colony (Mr. Justice Gompertz), the Official Receiver (Mr. Hugh Nisbet) and the Chief Justice's Clerk (Mr. Sofad). The party then boarded the Government launch *Victoria* and proceeded to Murray Pier, where Sir Claud Gower (Colonial Secretary) was waiting to receive Sir Henry.

On landing Sir Henry, accompanied by Captain Neville, proceeded to Government House where he will be the guest of His Excellency for the next few days.

Sir Henry will in all probability be sworn in as the new Chief Justice of Hongkong at this morning's meeting of the Executive Council, after which he will automatically take up his new duties forthwith, but it is quite likely that he will not sit before Monday morning when the Criminal Sessions for October commence. Sir Henry is to preside at the Sessions.

It is not yet known if a full Court will be held on Monday morning prior to the opening of the Criminal Sessions. It is recalled that in the case of Sir Francis Piggott when he took over the duties of Chief Justice of Hongkong, a full Court was held, all the members of the Bar and all solicitors being in attendance. On that occasion the King's Commission appointing Sir Francis Piggott was read out in Court. When Sir William Rees Davies was appointed Chief Justice, however, there was no such ceremony.

Sir Henry Cowper Gollan is a son of the late Sir Alexander Gollan, K.C.M.G., and was born at Coquimbo, Chile, on January 8th, 1868. In 1908 he married a daughter of Sir James Nelson Norris of St. Louis, U.S.A. He was called to the Bar in 1891, Northern Circuit; practised in London till 1899, when he became Secretary to Sir Frederick Lugard, K.C.M.G., accompanying him to Northern Nigeria, later becoming first Attorney-General, and Chief Justice there in 1901. From thence he was transferred to Bermuda as Chief Justice and President of the Legislative Council, 1904; and was appointed Attorney-General of Trinidad in 1911, retaining that position till 1918, when he was created C.B.E. and appointed Attorney-General of Ceylon.

## TRADING JUNK PIRATED.

A report has been received to the effect that Trading Junk No. 8086B was pirated at San Si Mun Pass, in Chinese waters. The junk was stopped and boarded by five men from another junk, who removed part of the trading junk's cargo, consisting of rice and general merchandise.

Later they sailed away without detaining the pirated junk.

## ICE HOUSE STREET OBSTRUCTIONS.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—You would confer a favour on local residents that pass through Ice House Street daily by inserting this in your esteemed newspaper. The lower end of Ice House Street, outside Messrs. Hughes and Hough and the offices lower down, is every morning, frequently two deep, so that it is almost impossible to pass through the street without being prodded by shafts or other part of a ricksha or chair. Even the chair coolies have now made Ice House Street their stand from which they offer themselves for hire.

Frequent complaints have been made to the authorities without avail and therefore other action is necessary. There is no good reason why Status-Square, Chater Road, or other little used spots should not be available for the rickshas and chairs that usually collect in Ice House Street. Most of the vehicles belong to employees of the offices around and only in use from 7 to 8 a.m. or after office hours; the rest of the day they are idle and merely obstruct a pathway which, should, for the public's benefit, be barred to all vehicles.

Before concluding it is well to mention that an occasional "move on" by the police is useless to remedy the evil. Two warnings, after which licences would be confiscated for a period, of a fine in lieu, is all that is necessary.—Yours truly,

CITIZEN.

Hongkong, October 15th, 1924.



## CABLES.

**LATEST CABLES.**  
(THROUGH REUTER'S AGENCY.)  
**HOME ELECTION.**  
**LABOUR AND INTELLIGENCE.**

London, October 15th.  
Mr. MacDonald, who yesterday covered 200 miles and addressed 23 meetings had a great send-off from Newcastle to-day for his tour in Yorkshire and Lancashire. At a speech at Gateshead he said, "We are determined and expectant of having a great victory. No intelligent person wants to see the end of a Labour Government."

**EARLIER CABLES.**  
**ELECTORNEERING TACTICS.**

London, October 14th.  
The Premier had an enthusiastic send-off from Glasgow this morning on a motor electioneering tour. His car was held up by the density of the crowd.

Mr. MacDonald made a speech referring to the Conservative and Liberal agreements, at Glasgow and numerous other places, not to run candidates against each other. He said the other side seemed to be faking. "We have no frightened, then that they are laying their heads together lest we scrape in between them. It is not good, old-fashioned politics. The more united they are against us, the greater will be our victory."

The executive of the National Union of Railwaymen is subscribing five thousand pounds sterling to the Labour party's election.

**LIBERALS IN ACTION.**

London, October 14th.  
The Liberal campaign was opened by Mr. Asquith, Mr. Lloyd George and Sir John Simon at Queen's Hall, in London. Mr. Asquith said the pretext for the election was the most flimsy and insincere on which any responsible Minister for a century had presumed to invoke the prerogative of the Crown. The truth was that Mr. MacDonald and his colleagues were suffering from a bad attack of morbid self-esteem. The real cause of the precipitate appeal was not the *Workers Weekly* case, but the Russian treaty, which was a unique example of political recklessness and business incapacity, and almost infantile simplicity. The sole considerable legislative achievement of the Government was Mr. Snowden's Liberal Free Trade Budget.

**MORE FACTS.**

Hitherto over a dozen local Conservative and Liberal anti-Labour pacts have been arranged with a view to splitting the anti-Labour vote in the constituencies where the last election was a triangular contest and resulted in the return of a Labourite often on a minority vote. Many more pacts are being negotiated.

Conservative and Liberal headquarters are not countenancing such pacts, but are not opposing them. Thus it is likely that by October 29th a substantial number of the seventy triangular contests of the last election will have been avoided. Hitherto the Liberals have been readier than the Conservatives to agree to make such pacts. For example, the Liverpool Conservatives have declined any arrangement.

Mr. Ramsay MacDonald had a great reception at a meeting of five thousand in Edinburgh. In a speech he appealed to the country to send Labour back in sufficient numbers to defy both the other parties.

The Conservatives of the Carnarvon boroughs have decided not to run any candidate against Mr. Lloyd George.

**FINANCIAL EXPERT'S OPINION.**

London, October 14th.  
It is announced that the financial authority Sir Leo Chiozza Money has refused to become a Labour candidate at this election, as he considers the Government is seriously misleading the Labour Party, and its defeat is as certain as it is deserved.

He expresses the opinion that argument that the Russian loan will be a remedy for unemployment is a cruel misrepresentation.

**POLITICS AND BRITISH INDUSTRIES.**

London, October 14th.  
The non-political character of the Federation of British Industries is likely to focus attention on the outspoken speech of the President, Sir Eric Geddes, at Sheffield, to-night.

He urged that the personal feelings and party interests should have been subordinated to the country's needs, and a dissolution avoided, in view of the urgent issues requiring the Government's undivided attention. He emphatically condemned the Russian treaties, particularly the loan guarantee, declaring that if further sacrifices were to be demanded from the taxpayer, the money should at least be spent on the encouragement of development in Britain and the Dominions, instead of picking out the shakiest and least principled of our debtors for a further loan. He finally said he doubted whether the Federation could stand aloof if the nationalisation suggestions of the Labour manifesto involved adoption of revolutionary proposals, threatening the efficiency and even the existence of national industries.

**LATEST CABLES.**

**THE GERMAN LOAN.**  
**SELLING WELL AT HOME.**

London, October 15th.  
A large queue of applicants for the German loan issue at the Bank of England at nine this morning numbered 2,000.

**BRITISH PORTION OVER-SUBSCRIBED.**

London, October 15th.  
The British portion of the German loan has been over-subscribed. The lists closed at one this afternoon.

**EARLIER CABLES.**

**THE IRAQ BORDERS.**  
**BRITAIN WILLING TO HELP.**

London, October 14th.  
The Government has informed the Turkish Minister this morning that it readily agrees to the Turkish suggestion that the difference between the two Governments with regard to what is the *status quo* which both on September 30th agreed to maintain on the Iraq frontier, pending a final settlement, should be referred back to the Council of the League of Nations for decision, the secretary General of the League being informed accordingly.

It is distinctly understood that neither side in the meantime shall advance their forces beyond the lines now occupied.

**EMPIRICAL OBLIGATIONS.**

London, October 14th.  
In proposing the toast of the "Exhibition Officials" at the Lord Mayor's dinner at the Mansion House in honour of the Wembley Administration and its Overseas representatives, at which every part of the Empire was represented, Mr. J. H. Thomas said that Britain and Turkey had agreed to refer their difference if interpretation in connection with the Iraq frontier to an independent tribunal. He emphasised that although Britain was in the throes of an election, the Government was determined to maintain the prestige of the country unimpaired, and no general election or party difference would allow those charged with the responsibility of government to be unfaithful of their obligations to the Empire. He believed that therein they would receive the united support of all classes. (Prolonged cheers.) He did not know if the fact of the election had influenced the situation, but if so he hoped his allusions on behalf of the Government and people of Britain would not be misunderstood. No step would be left untaken to avert war, but, equally, the honour and prestige of Britain was at stake. The peace desired was peace with honour—a peace which sacrificed no word or pledge to which the Empire stood committed.

**LATEST CABLES.**  
(REUTER'S AMERICAN SERVICE.)  
**AIRSHIP CROSSES ATLANTIC.**

New York, October 15th.  
The Zeppelin Z.R.3 arrived at 4.50 o'clock this morning.

**EARLIER CABLES.**

**U.S. SENATOR COMMITS SUICIDE.**

WASHINGTON, October 14th.  
Senator Frank B. Brandegee, of Connecticut, the Republican leader, was found dead in his home this morning.

The coroner found that Senator Brandegee committed suicide. The discoverers of the body state that Brandegee was found in his bathroom holding a rubber tube attached to an open gas jet. It is believed that the tragedy was due to financial troubles in connection with real estate investments.

**LIBERAL CLUB WINDFALL.**  
**PROFIT OF £50,000 ON A WAR DEAL.**

A windfall of £50,000 is to come to the National Liberal Club as the result of a successful speculation that followed the commandeering of the club premises during the war.

It will be remembered, says the *Daily News*, that when it was announced that the War Office was to use the club three or four men, including the late Sir Richard Stapley, the late Mr. Andrew Young (former valuer to the London County Council), and Sir Edward Smith, who is alive to rejoice in the deal that was made, bought the Westminster Palace Hotel, lock, stock, and barrel.

In order to effect the purchase, Sir Richard Stapley and his friends gave guarantees to the bank for a large sum. These personal guarantees were presently lifted from their shoulders by the creation of a limited liability company, composed of club members, who lent their money at 8 per cent. on the understanding that when the old Westminster Palace Hotel premises were relinquished by the club, and a sale effected, their capital should be returned, but that the profit (if any) should be made over to the club itself.

The company has now reported to its shareholders that there is the substantial balance of £50,000 to hand over to the club as the result of the sale of the premises in Victoria Street.

## THE CIVIL WAR IN CHINA.

(THROUGH REUTER'S AGENCY.)  
**FIERCE FIGHTING ON SHANGHAI-KWAN FRONT.**

SHANGHAI, October 15th.

A message from Shanhaikwan dated the 12th inst. says:—  
Shanhaikwan is quiet but there was incessant firing at Chiumen between three and six this morning, subsiding at eight.

A message dated the 13th says:—  
The Chihli bulletin says two divisions and three brigades on the Shanhaikwan front have been instructed to assume the offensive. The morale of the whole army is excellent. We gained more than ten li at Shaochia, breaking the enemy's line and we expect to retake Chiumen this evening. Fierce fighting is still proceeding.

The enemy attacked at Santaokuan pouring a continuous and deadly fire on our left flank for three hours until they ran short of ammunition, whereupon our troops attacked and scattered the enemy, capturing 300 rifles, 4 mountain guns, the breechlocks of which had been removed, also 30 men.

Three enemy brigades have been transferred from the Jehol front, presumably in order to reinforce troops at Shanhaikwan.

Other reports state that enemy movements westward have ceased for some days.

**NEW DEVELOPMENTS IN THE CHE-KIANG-KIANGSU AREA.**  
**A SERIOUS SITUATION.**

SHANGHAI, October 15th.

A somewhat serious situation has arisen as a result of "Little Hau," with the support of the remaining Chekiang leaders in Shanghai, buying over the Kiangsu troops who occupied Lunghua.

These troops have now been joined by disbanded Chekiang troops and combined forces, numbering approximately 6,000, have entrenched themselves near Lunghua on the line of advance of General Sun Chuan Fang from Sungkiang and also the railway line just outside the boundary of the foreign settlement on the line of advance of General Chi Hsieh Yuan from Quinsan.

Acting in concert with these troops, certain Chekiang troops numbering 4,000 are marching on Hangchow from Ningpo, thus threatening General Sun's rear. General Chi's troops are now halted three miles from "Little Hau's" troops along the railway.

Negotiations are proceeding which it is hoped may stop the fighting, but foreign officials here regard the situation as most serious.

**HEAVY FIGHTING IN PROGRESS.**

PEKING, October 15th.  
M. Karakhan has unofficially made known his desire to be present at meetings of the Diplomatic Body. This question appears likely to present difficulties if the representative of any country, not yet recognising Russia, makes objections.

PEKING, October 15th.  
The Egyptian troops have been reinforced on the Chiumen front, heavy fighting is proceeding.

(BY COURTESY OF THE "DAILY BULLETIN.")

**RUNAWAY GENERALS.**

TOKYO, October 14th.  
Lu Yung Hsiang and Ho Feng Lia have proceeded to Eppu by train. It is authoritatively stated that there is no objection to Chinese taking refuge in Japan remaining, provided they do not use Japan as a base for negotiations.

**TRAIN FIRED ON.**

SHANGHAI, October 14th.  
A special train containing Colonel Hilton-Johnson, acting Commissioner of Police at Shanghai, and Mr. A. C. Clear, general manager of the Shanghai-Nanking Railway, was fired on by Kiangsu troops near Quinsan.

The firing, apparently, was due to a misunderstanding.

The party were proceeding to Quinsan to interview Chi Hsieh Yuan regarding protective measures *vis-à-vis* the Settlements, but were unable to complete the journey.

**AEROPLANE BOMBS CHIN-WANGTAO.**

PEKING, October 14th.  
A Fengtien aeroplane flew over Chin-wangtao early this morning and dropped six bombs.

Two bombs fell in the station compound, but did no damage, and the others in the fields.

The damage by the Fengtien aeroplanes so far appears to be one soldier and three civilians killed by approximately 100 bombs.

On the Northern front arrangements are being quickly carried out for operations on a big scale, but no immediate developments are expected.

## KING DOLLAR AND STERLING.

**HOW "MONEY TALKED" AT LONDON CONFERENCE.**  
**WILL THE PACT WORK?**

(BY THE RIGHT HON. DAVID LLOYD GEORGE.)

After "wandering" for four weeks through a jungle of multifarious disagreements that had grown around an agreement, that agreement has at last been agreed to by all parties.

Who is responsible for this triumph of diplomacy? Only those who were present at the Conference can write an authentic appreciation of the qualities displayed by the chief engineers of the new bridge.

I have no doubt that Mr. Ramsay MacDonald was supple and adaptable, that Mr. Snowden was direct and tenacious, that Mr. Theunis was resourceful, that Mr. Kellogg was wise and helpful, and that Mr. Herriot displayed much clumsy moral courage.

One fact, however, stands out so conspicuously that any observer may see it: that agreement would never have been reached without the brusque and brutal intervention of international finance.

**BOURSE AND BANK.**

The protocol between the Allied and Associated Powers and Germany is the triumph of the international financier. He swept statesmen, politicians, jurists and journalists all on one side and issued his orders with the imperiousness of an absolute monarch who knew that there was no appeal from his ruthless decrees. This settlement is the joint work of King Dollar and King Sterling.

The Dawes Report was their's. They inspired and fashioned it. The Reparations Commission had mixed politics and finance, and mixed them so badly that its decisions were neither good finance nor good politics. The Dawes company of high financiers would have none of this absurd mixture. They examined the whole problem solely and exclusively from the point of view of finance and they left the politics of it to the politicians, and the military aspect of it to the soldiers. The Dawes Report represents the considered judgment of the Bourse and the Bank upon the German liability to pay reparations and the best way to liquidate that heavy obligation.

As soon as the Report was issued the politician and the publicist began to work upon it. At first they gave it the benediction of a simple acceptance. There was no apparent qualification or reservation. The financier was shouldered high by a motley throng of American, British, French, Belgian, Italian and German politicians and journalists. They all hailed him as saviour of a distracted world.

But gradually it became apparent that their applause was intended not for the Report as a whole, but for certain paragraphs, and that none of them acclaimed the same paragraph.

The British, Americans and Italians were in the main interested in securing a settlement on any terms, so as to release Europe from the menace that disturbed its equanimity and kept it from attending to business. The British and Italians have an interest in Reparations, but they have a deeper interest in peace on honourable terms. They were therefore prepared to accept any rational interpretation of the Report without *arrête presencé*. So was Belgium, but she dare not say so fear of the French.

The settlement, however, depended on the spirit in which the real protagonists of the Ruhr conflict accepted the Report. What would France and Germany say to it? And here it became evident that the affection shown for the Dawes pronouncement was sectional in its character.

**NOT THEIR CONCERN.**

The French liked the £50,000,000 payment, swelling year by year into a broader and broader stream of gold, which would sweep away their deficits, restore their devastated areas and carry their franc on its flood into safety. The source of the loans did not concern them. That was for the Americans and British to arrange. France assumes that her portion in the loan is that of a receiver and not a lender. France would receive 22 per cent. of the flow into her wide irrigation channel, and the country of origin was of no consequence.

On the other hand, the Germans had their eyes on two recommendations. The experts insisted that the French and Belgians should let go their grip on the great coal and iron centre of the Fatherland. The loan would be oxygen to a prostrate and exhausted country, but a revival of energy is useless without the freedom to use it. So that in the opinion of their high financial magnates the shackling of Westphalia was fundamental.

France did not at first pay any particular attention to this part of the Report. She had an idea that somehow or other it could be dodged. For some time the references to this question in the French Press and Parliament were wrapped up in a covering of ambiguous phrases. The startling fall of the franc forced M. Poincaré for a while to dwell more upon the points of acceptance than upon the reservations.

These are questions for no distant future. If the settlement brings lasting peace, there are multitudes who have hitherto dialled and distracted cosmopolitan finance, who will secretly bless it and feel that Providence has at last found a good use for the international bankers.

**THE CHEQUERS BEATITUDES.**

When the fall was temporarily arrested, and the bruised franc once more stood up in the world's exchange, Ruhr evacuation gradually emerged into notice, and it became clear that French opinion was not in the least reconciled to the idea of clearing out of the Westphalian coal-fields. It was soon apparent that the new French Parliament was just as reluctant to crush down the treacherous at Essen and Düsseldorf as its predecessor had been.

M. Herriot, although elected on a pacifist programme, was compelled to make declarations in the Senate which were Poincaré in sentiment and purpose. The misty beatitudes of Chequers were thrown into the waste paper basket, and both M. Herriot and Mr. Ramsay MacDonald drew up a declaration which left the evacuation of the Ruhr to the chances of French politics.

It was on the basis of this declaration, hastily plastered together in order to save M. Herriot from a Senatorial grave, that the London Conference was expected to build a lasting European settlement.

**NO LOAN UNLESS—**

Commissions were set up to lay the bricks on this ramshackle foundation, and building operations began. At that stage came the voice of the financiers crying out: "Halt!" in imperative tones that could not be ignored. They made it evident to the complacent Conference that no money would be advanced on the security of such a structure. It might be good enough as a postscript to carry a not too weighty Ministry across a Ministerial crisis, but it was not strong enough to carry solid bullock from the iron safes of Wall Street or the London Exchange. Mr. Montagu Norman spoke gently but firmly in the Treasury Board Room, and Mr. J. P. Morgan made his voice heard by wireless from mid-Atlantic above the roar of its billows. There would be no loan unless the financiers' terms were complied with. And the loan is the linch-pin of the Dawes Report. Take that out and the Report collapses.

**BUSINESS THIS TIME.**

The condition of the loan is that the security must be good. To make the security good, German prosperity must be restored. Bankers are not in the habit of risking their money on concerns which are in the hands of bailiffs. The bailiffs must first of all be cleared out, and an undertaking given that they will not return except as the mandataries of the lenders.

That was the bankers' ultimatum, and no amount of persuasion or pressure availed to shift them one inch from their resolve. This was not politics—it was business. Their own and their clients' money was involved. This stern message created consternation at the Conference. The British Treasury, through its unbending Chancellor, became the official spokesman of the bankers. The Herriot-MacDonald paper was swept aside as a pernicious irrelevancy. It had no bearing on the real problem. It had served its purpose—which was political. Now to business.

Mr. Herriot's speech in the French Chamber makes it clear that the Ruhr evacuation was forced upon him by the bankers. According to his statement, Mr. Ramsay MacDonald had agreed at Chequers to an "invisible occupation," but after four weeks of haggling and haggling the American and British bankers have had their way. The protocol has been dictated by them.

The German acceptance of these terms has also been the work of financiers. The conditions imply a large measure of servitude which hurts the pride of a great nation. It must hurt to see your country treated by foreign moneylenders as if it were Turkey or China. But finance has no susceptibilities—it has only apprehensions. If on the one hand the gold is adequate and on the other the security is good, then you have all the elements of a bargain. You must not be too sensitive about things that cannot be cashed across a counter.

The orders of German financiers to their politicians were just as peremptory as those of the allied bankers to their political representatives. Financial exigencies must dictate the decisions of this Conference. At all hazards Germany must climb out of bankruptcy. France must square her Budgets and Europe must be settled up. These five points of national honour must be suspended to a date when nations can be better off to indulge them. This is a purely financial settlement. Money has this time talked—and talked to some purpose.

**IS THIS THE END?**

Will this settlement come into operation? When it does will it last? As to the first question, Mr. Snowden's remarkable interview casts a little doubt. The Treasury are clearly alarmed about the effect of the twelve months' occupation on the prospect of the loan. Then the German attitude is still in doubt. We shall know in a few days whether the German Reichstag is prepared to hammer the collar around the neck of the Fatherland tightly enough to satisfy the exacting requirements of the lenders. The decisions taken at the meeting of the Conservative groups in the Reichstag are not propitious. If the Nationalists remain obstinate the Dawes Scheme falls through. They may relent under financial and industrial pressure. If they do there comes the next question. Having exhausted or absorbed the borrowed money, will Germany go on paying out of her till sums mounting higher and higher each year as prosperity returns? Is this like all other settlements provisional, or is it permanent? Will there be another readjustment?

These are questions for no distant future. If the settlement brings lasting peace, there are multitudes who have hitherto dialled and distracted cosmopolitan finance, who will secretly bless it and feel that Providence has at last found a good use for the international bankers.

## ASIATICS IN AUSTRALIA.

**RIGHT TO VOTE SUBJECT OF TEST CASE.**

A Melbourne Message of September 3rd, says:—There was an air of unwelcome interest and activity in the District Court this morning, when the case of Mitta Bullosh, of Berkeley Street, Carlton, v. C. E. A. Miller, Commonwealth Divisional Returning Officer for Carlton, was called. Mr. P. Cohen, P.M., occupied the bench, and there were many Indian present, many of whom had been for years in Australia, married Australian women, and had families of sturdy Australians. Bullosh claimed that under Section 41 of the Constitution, he was entitled to enrolment on both State and Commonwealth rolls. Mr. F. E. Bateman was counsel for Bullosh, and Mr. Russell-Martin, instructed by the Commonwealth Crown Solicitor, appeared for the Registrar.

Mr. Bateman reminded his Worship that Bullosh arrived in Melbourne, forty-two years ago, or in 1882. He had later made application to Mr. Miller that his name be placed on the roll, under the Commonwealth Electoral Act, 1918-22, for the Carlton South sub-division of the division of Melbourne, but his application had been refused. Section 39, sub-Section 5, of the Commonwealth Electoral Act, on which the refusal had been based, and which excluded all aboriginal natives of Australia and Asia from the right of enrolment, was counsel held, contrary to Section 41 of the Commonwealth Constitution, which provided that any adult person who had, or had acquired, the right to vote at an election for a State Lower House, should not, while that right continued, be prevented from voting for either branch of the Commonwealth Legislature.

Mr. Russell-Martin contended that the rejection was perfectly legal on two grounds: (1) That the appellant was not on the State roll when the application was made, and therefore could not be placed on the Commonwealth roll; and (2) that Section 41 of the Constitution quoted by his learned friend should be read in conjunction with other Sections of the Constitution, which modified its effects. "There must be," continued Counsel, "I respectfully submit, Your Worship, uniformity in the laws, throughout the whole of Australia."

Mr. Cohen, P.M., in giving his decision said he was largely guided by the dictum of Mr. Justice Higgins of the Commonwealth High Court, in the case of *Murmann versus Way*, decided by the High Court sitting in Western Australia in September, 1923. Mr. Justice Higgins, in that case, held that Murmann had not established the fact that he had a right to vote under Section 41 of the constitution, and, therefore, could not claim Commonwealth enrolment by virtue of Section 41. Under Section 39, sub-Section 5, of the Electoral Act, no aboriginal native of Australia or Asia was entitled to have his name placed on the Commonwealth roll and vote unless he was so entitled under Section 41 of the constitution. In Western Australia, proceeded the learned Police Magistrate, there was a State law which prevented Asiatics from voting for the State elections, but in Victoria no such law existed. He (Mr. Cohen) would therefore make an order that Bullosh's name be placed on the Commonwealth roll as an elector.

Mr. Russell-Martin applied for a stay of fourteen days, and this was granted. It is understood that the case will be taken in appeal to the High Court.

## CITY SUPERSTITIONS.

**SOME QUEER NOTIONS WITHOUT REASONS.**

It is possible that students of social customs have overlooked the city as a place of superstitions, and it seems quite wrong to associate these with the backward places of civilisation.

In the plain, ordinary things, for example, like walking under a ladder, superstition in the city is very noticeable.

"The city" says one who has been looking into the subject, "has more stress, more moments of doubt and fear, than the country-side, and so the city man, though he may fall back on fewer beliefs, falls back on them oftener."

"There was a survey in a college some time ago, and 44.6 per cent. of the students admitted the fear of 13. "Knocking on wood, the four-leaf clover, belief in dreams—these were the leading beliefs in one of these inquiries, running from 31 to 20 per cent. Then came opening umbrellas in the house, telling fortunes by tea leaves, and such things, sleeping on wedding cake, black cats, picking up pins, and letting a post separate companions, three lights from one match."

"Watch and see," said this investigator, "how many will walk under a ladder, or fail to throw spilled salt over their shoulder, or tap wood."

"The city's chief contribution is the facility with which one can watch for lucky numbers. The motor-car has increased that augury ten-thousandfold."

## EMOTION AND DIGESTION.

The influence of emotions upon digestion (says the *Medical World*) is a matter of ancient knowledge, and is referred to more than once by Shakespeare. G. R. Heyer has conducted a series of experiments upon patients under hypnotic influence, retaining a small stomach tube *in situ* so as to ascertain the effect of suggestion upon the activity of the gastric secretion. The results show that any mental depression or check the process no matter what the kind of emotion arouses may be, and the more powerful the impression the more marked is the inhibition. If all the patients observed the suggestion of bad news or of painful or alarming conditions of events inhibited the secretion immediately, by the suggestion of pleasurable or satisfactory states or happenings, contrary to expectation, had exactly the same result, although abruptly and to a lesser extent.







## O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION			
LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore, Colombo, Suez and Port Said.			
"LONDON MARU"	Tuesday, 4th Nov.		
RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon, Singapore, Colombo, Durban and Capetown.			
"MEXICO MARU"	Wednesday, 22nd Oct.		
"OHIO MARU"	Monday, 21st Nov.		
BOMBAY via Singapore and Colombo.			
"AMUR MARU" (Calls at Penang)	Monday, 20th Oct.		
"SEINNO MARU" (Calls at Penang)	Thursday, 23rd Oct.		
"ATPS MARU" (Calls at Penang)	Tuesday, 4th Nov.		
BANGKOK via SAIGON.			
"BOSEO MARU"	Saturday, 1st Nov.		
CALCUTTA via Singapore, Penang & Rangoon.			
"HAQUE MARU"	Sunday, 26th Oct.		
VICTORIA, SEATTLE, TACOMA & VANCOUVER via Shanghai and Japan Ports.			
"ALABAMA MARU"	Tuesday, 21st Oct.		
NEW YORK via Japan Ports, San Francisco and Panama.			
JAPAN PORTS.			
"ALABAMA MARU"	Tuesday, 21st Oct.		
"INDO MARU"	Thursday, 23rd Oct.		
"HONOLULU MARU"	Thursday, 30th Oct.		
KEELUNG via SWATOW & AMOY.			
"KAIJO MARU"	Sunday, 19th Oct., 11 a.m.		
"AMAKUSA MARU"	Sunday, 26th Oct., 11 a.m.		
TASAO via SWATOW & AMOY.			
"KOTSU MARU"	Thursday, 23rd Oct., 10 a.m.		
TAKAO & KEELUNG.			
"RUSHO MARU"	Friday, 17th Oct.		
"BATAVIA MARU"	Sunday, 26th Oct.		

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S.S. "ISLA DE PANAY" ... 21st Dec.

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## THE "TREVESA'S" BOATS.

CHEERFULNESS AND FIRM DISCIPLINE.

No story of the sea in modern times has made a deeper impression on the public mind than that of the survivors of the *Trevesa* and their long and perilous journey of 1,700 miles across the Indian Ocean in two open boats. The London *Daily Telegraph* has just published a series of lengthy extracts from the detailed narrative of that great adventure which has been prepared by Captain Foster, of the *Trevesa*. It is a narrative of absorbing interest, which will heighten the general appreciation of the great qualities exhibited by both officers and men. The outstanding feature of that journey was the cheerfulness and firm discipline shown by all under conditions which tried them to the hardest. Without this discipline it would never have been possible to survive those weeks of danger and privation. Not less essential, of course, was the fine seamanship displayed by Captain Foster in No. 1 lifeboat and by his chief officer, Mr. Stewart Smith, in No. 2 boat. But in enumerating the qualities that made the achievement possible due account must be taken of the foresight and preparedness of the captain of the *Trevesa*. Captain Foster had known during the war what it was to spend long days in open boats on the ocean, and from that experience he learned that the two essentials of life in such circumstances are drinking-water and milk. Accordingly, when it became apparent that the *Trevesa* was about to founder, it was on the supplies of water and of condensed milk that his attention was concentrated. Biscuits were also taken in the boats, but they seem to have played a small part in keeping the crews alive. After some days of the semi-starvation which was the inevitable lot of all, and of the great scarcity of water, the mouths of the sailors became so devoid of saliva that, though the biscuits could be chewed, it could not be swallowed, and water was too precious as an assuage of thirst to be used for the less important purpose of washing down solid food. During the twenty-two days of their journey Captain Foster and the men in his boat practically subsisted on a few tins of condensed milk daily and a few tablespoonfuls of water, eked out with what rain-water they could intercept during passing squalls and showers.

The story of the voyage is, indeed, largely one of expedients to supplement the meagre supply of water by the aid of these passing showers. When rain came the sailors would remove their caps, pull their hair down over their faces, and allow the water to flow down a tin chute held under the chin into a biscuit tin, which acted as a temporary reservoir. In this way Captain Foster tells us, "quite a lot of water could be caught." He also relates how the beards and moustaches which the men grew compulsorily under their seamless conditions were a source of comfort on account of the rain-water entangled and caught in them. In the heavy squalls Michael Scully, A.B., and his milk tin acted as a living chute, the water running down the back of the coat being carefully trapped. Also, in the seats in the after-end of the boat little grooves were cut so as to lead the water into the cockpit, and thence into waiting tins. The sail of the boat would have been the most efficient of all water collectors during these squalls, but it does not appear to have been employed except on very infrequent occasions, because it was so encumbered with salt that the water gathered in it proved too brackish to drink. Of the effect produced on the boat's crew by this all-too-infrequent rain Captain Foster writes: "It is almost impossible to describe how much more cheerful it made everyone." Elsewhere he says: "The value of this water cannot be estimated by any except those who have had to go without it for a long time." In addition to the reviving effect it had on all of us, we wanted it badly to clean our mouths, which had been for some time thickly coated all round with white slime. But he adds, "the amount of water we obtained from time to time, even when it had been raining heavily, was never sufficient to do this thoroughly." The heavy rain had its drawbacks. It soaked the men to the skin and left them in great discomfort, but so marked was its reviving effect that this additional discomfort was counted as nothing. But with all these expedients they never had enough of water, and other means had to be called in to assist in allaying the almost intolerable feeling of thirst produced by this deprivation. Among these Captain Foster mentions the constant bathing of the head in sea-water, and the inhaling of sea-water into the nostrils. But one member, at least, of his boat's crew would not adopt this last measure lest he should be tempted to swallow the salt-water. The impulse to do so must have been very great, and one or two of the native sailors were unable to resist it.

It is a high tribute to the quality of these sailors and the moral influence possessed by their officers that their discipline never showed signs of breaking down under all those conditions of constant hunger, never more than partially assuaged thirst, and the insufferable monotony of their existence—for not the least of their hardships was the impossibility of any kind of exercise. They dared not move in the boat or even stand up. Few severer trials can be imagined than this three weeks' enforced immobility. Only two cases of anything amounting to indiscipline are related by Captain Foster—one in which a sailor, no doubt in a mood of petulance induced by physical weakness, insisted that to drink salt water was not dangerous, and thus led some of the native sailors to drink it; and a more serious case of delinquency, also to be explained by physical causes, in which one of the men drank the spirit from the useless compass, and nearly died in consequence. When we consider how great are the temptations to loss of self-control in

(Continued on next column.)

## SHIPPING MOVEMENTS.

The R.M.S. *Empress of Russia*, from Hongkong on September 25th, arrived at Vancouver on October 13th.The P. & O. s.s. *Morru* left Shanghai for this port on the 14th inst., at 4 p.m., and is due here on the 17th inst., at about 8 a.m.The Dollar Steamship Line s.s. *President Adams*, which is due at this port on November 10th, sailed from San Francisco on October 11th, on schedule.The Dollar Steamship Line s.s. *President Garfield*, which is due at this port on November 24th, sailed from New York on October 2nd, on schedule.The s.s. *Amur Maru* (O.S.K. Bombay line), left Moji for Hongkong on the 13th inst., and is expected to arrive here on the 18th.The s.s. *Panama Maru* (O.S.K. South American line), arrived at Rio de Janeiro on the 15th.The s.s. *Trier* will arrive from Shanghai on the 17th inst. She will sail for Europe via Manila and Singapore on the same day.The s.s. *Ellerfeld* will arrive from Europe on the 18th, and will be sail for Shanghai and Japan on the 19th.The s.s. *Talithys* (Blue Funnel), from Pacific ports, left Omata (Mike) on the 14th inst. for this port, and is due at Hongkong on the 15th at a.m.The s.s. *Heclor* (Blue Funnel), left Liverpool on the 11th inst. for Hongkong, Shanghai, Taku and Dairen, and is due to arrive here on or about November 9th.

## SHIPPING NOTES.

The following notices were posted up at the Harbour Office yesterday morning:—

The s.s. *Stetson* reports a derelict junk in Lat. 16.43 N., Long. 109.02 E., dangerous to navigation.The *Sai Sang* from Amoy, reports a submerged "catamaran" (a Ceylon sampan), in Lat. 14.43 N., Long. 120.02 E., sighted on October 11.At 3 p.m., on October 11th, the *Keang-tung* saw what was supposed to be a junk awash in Lat. 14.04 N., Long. 109.50 E.Another Harbour Office notice concerns dredging work by the *Hui Hu* in the main channel of the Whampoa River. It is issued by the Shanghai Harbour Master.

times of physical prostration and mental dejection, and when we recall how these men were tried to the extreme of human endurance, there could be no more striking proof of their really heroic qualities than that Captain Foster, anxious to be scrupulously accurate in his narrative, and to set out the shade as well as the light, could find no more and no blacker delinquencies to record than these. The value of his story as a human document is heightened by the fact that these sailors who endured so much cheerfully were not picked men, except in so far as all those who take to the sea for a living are probably above the average in adventurousness and indifference to hardship. The supreme interest of the *Trevesa's* story to most British readers is the proof it affords that the great traditions of a sea-faring race are as safe to-day in the hands of its work-day mariners, officers or men, as ever they were. But, further, the British sailor seems to be able to infuse his own spirit into those who come into association with him in his work. The men in Captain Foster's boat were not all English, or even European. The Captain tells us in his narrative how, when the native Muslim Nagi died, on the seventeenth day of the journey, his brother Ali sank into great dejection, and could not be induced to take any interest in the further doings of the boat. "His greatest trouble seemed to be that it was his brother, and an Arab, who should have given in, while those of other nationalities endured." When we look back with pride upon the heroisms and faithfulness of these sailors of our own race, let us also not forget the pathetic figure of this Arab wounded to the quick because it was one of his race who could not endure to the end.—*Daily Telegraph*.

## INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

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TSINGTAI via SWATOW & SHANGHAI	Friday, 17th Oct., 10 a.m.
MANILA via AMOY	Saturday, 18th Oct., 3 p.m.
"HANGHAI" via SWATOW	Sunday, 19th Oct., 10 a.m.
HAIPHONG via HOIHOW	Monday, 20th Oct., 10 a.m.
BANGKOK via SWATOW	Monday, 20th Oct., Noon.
KOBE via SHANGHAI & MOJI	Tuesday, 21st Oct., 7 a.m.
TSINGTAI via SWATOW & SHANGHAI	Wednesday, 22nd Oct., 10 a.m.
TIENSIN	Wednesday, 22nd Oct., Noon.
MANILA	Saturday, 25th Oct., 11 a.m.
HAIPHONG via HOIHOW	Saturday, 25th Oct., 10 a.m.
STRAITS & CALCUTTA	Saturday, 1st Nov., 3 p.m.
SANDAKAN	Saturday, 8th Nov., 3 p.m.

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SHANGHAI LINE—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday, at 11 a.m.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Hoihow both ways.

BORNEO LINE—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers, s.s. "HINSANG" and s.s. "MAUSANG," both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kndat, Jesselton, Labuan, Tawau and Labad Datu.

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"GLENMARTINSHIRE"	13th Nov.
"GLENARVONSHIRE"	27th Nov.
"GLENARA"	14th Dec.

HOMEWARDS.

Vessel.	Leaves Hongkong.	Discharge.
"GLENOGLE"	24th Oct.	London, Rotterdam, Hamburg.
"GLENMARTINSHIRE"	13th Nov.	London, Rotterdam, Hamburg.
"GLENARVONSHIRE"	27th Nov.	London, Rotterdam, Hamburg.
"GLENARA"	14th Dec.	London, Rotterdam, Hamburg.

Movements are subject to change without notice.

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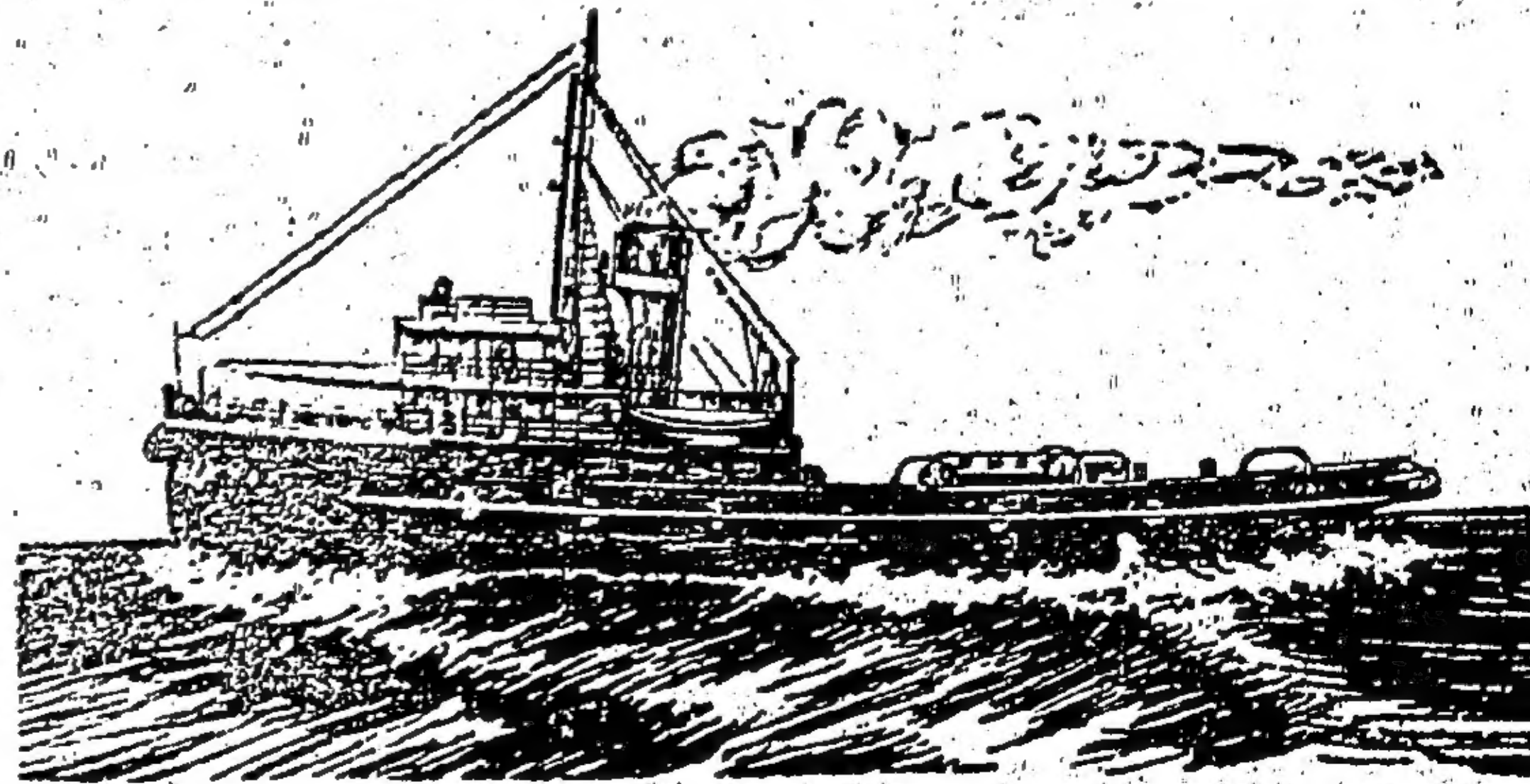
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"CITY OF LAHORE"	28th Oct.	Shanghai and Japan.
"CITY OF KARACHI"	4th Dec.	Marseilles, London, etc.
"CITY OF KARACHI"	28th Jan.	Do.
"CITY OF KARACHI"	1st March.	Do.
"TR AFFORD HALL"	11th April.	Do.

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S.S. "KOSMO"	via Suez Canal	31st Oct.
S.S. "CALORAS"	via Suez Canal	10th Nov.

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BUTTERFIELD & SWIRE or THE BANK LINE LTD., HONGKONG  
HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON.

## M. MESSAGERIES MARITIMES M. SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hkgs. and Sailings for S'hai. and Japan.	Probable Sailings from Hongkong for Marseilles.
CHANTILLY	11th Sept.	13th Oct.	26th Oct.
PORTO	25th Sept.	28th Oct.	9th Nov.
AMAZONE	9th Oct.	11th Nov.	23rd Nov.
ANGKOR	23rd Oct.	25th Nov.	7th Dec.
ANGERS	6th Nov.	9th Dec.	21st Dec.
PAUL LEON			4th Jan. 1925

### RATES OF PASSAGE MONEY TO MARSEILLES

(including Table Wine and Free Doctor's Attendance).

A CLASS 1st Class.....	2 85. 0s. 0d.	B CLASS 1st Class.....	2 53. 0s. 0d.
STEAMERS 2nd .....	2 85. 0s. 0d.	STEAMERS 2nd .....	2 60. 0s. 0d.

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

"loading for HAVRE, ANTWERP

& DUNKIRK about

S.S. "CAPITAINE FAURE" from DUNKIRK, LONDON & HAVRE is due

to arrive about 3rd week of October.

Sailings subject to alteration without notice.

For full Particulars, apply to—

MESSAGERIES MARITIMES CO.,

Telephone: Central 740. 3, QUEEN'S BUILDINGS.

CONSIGNATION—TRANSIT—REPRESENTATION

## DOUGLAS STEAMSHIP CO., LTD.

### HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine.

FOR

## SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAICHONG	Capt. A. H. Stewart	Thursday, 18th Oct., at 2 p.m.
HAIFONG	Capt. W. S. Turnbull	Sunday, 19th Oct., at 10 a.m.
HAIPHONG	Capt. W. O. Peemore	Tuesday, 21st Oct., at 1 p.m.
HAIPHONG	Capt. Edna Walker	Thursday, 23rd Oct., at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).  
Round Trip Tickets will be issued from Hongkong to Fochow (Pagoda Anchorage) and Return by the same Steamer by the "HAI-NING," "HAIHONG" and "HAICHONG" at the Reduced Rate of \$80.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAFRAIK & CO.,  
General Managers

## PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and

NEW YORK

S.S. "MOORISH PRINCE"	20th November.
S.S. "CELTIC PRINCE"	1st December.

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165,  
Telegrams: Furprince.

(Incorporated in Great Britain)  
King's Building.

# P. & O. British India Apear and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).

## MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY  
DIRECT ROYAL MAIL STEAMERS.  
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"MOREA"	10,911	18th Oct., Noon	Marseilles & London
"PESHAWAR"	7,934	18th Oct.	Mars., London, Antwerp & B'dam
"SICILIA"	6,813	18th Oct.	Spore, Penang, Colombo & B'dam
"KASHGAR"	9,005	1st Nov.	Mars., London & Antwerp
"MALWA"	10,941	15th Nov.	Marseilles & London
"BARDINIA"	6,834	26th Nov.	Spore, Penang, Colombo & B'dam
"KASHMIR"	9,098	28th Nov.	Mars., London & Antwerp
"MANTUA"	10,904	13th Dec.	Marseilles & London
"BOUDAN"	6,898	24th Dec.	Spore, Penang, Colombo & B'dam
"KHIVA"	9,135	27th Dec.	Marseilles, L'don. & A'werp

1925

"MACEDONIA"	11,089	10th Jan.	Marseilles & London
"SICILIA"	6,813	21st Jan.	Spore, Penang, Colombo & B'dam
"KASHGAR"	9,005	24th Jan.	Mars., London & Antwerp
"MALWA"	10,941	7th Feb.	Marseilles & London
"KASHGAR"	9,005	21st Feb.	Marseilles, London & Antwerp
"MANTUA"	10,904	7th Mar.	Marseilles & London
"KASHGAR"	9,005	21st Mar.	Marseilles, London & Antwerp
"MANTUA"	10,904	4th Apr.	Marseilles & London
"KASHGAR"	9,005	18th Apr.	Mars., L'don. & A'werp
"MACEDONIA"	11,089	2nd May	Marseilles & London

### BRITISH INDIA-APCAR SAILINGS

"TAKADA"	6,948	30th Oct.	Singapore, Penang & Calcutta
"TALMA"	10,000	12th Nov.	do.
"TILAWA"	10,000	27th Nov.	do.
"TAIRIA"	8,500	7th Dec.	do.
"TAKLIWA"	8,500	18th Dec.	do.

### EASTERN AND AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	29th Oct.	Manila, Sandakan, Thursday
"EASTERN"	4,000	26th Nov.	Island, Townsville, Brisbane,
"ANAFURA"	6,000	31st Dec.	Sydney & Melbourne.

Frequent connections from Australia with the following—  
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)  
The P. & O. Branch Service of Steamers to London via the Cape.  
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

### SAILINGS TO SHANGHAI AND JAPAN

"MALWA"	10,941	18th Oct., 4 p.m.	Shanghai, Moji & Kobe
"TALMA"	10,000	24th Oct.	Moji & Kobe
"KASHGAR"	9,005	1st Nov.	Shanghai, Moji & Kobe
"BARDINIA"	6,834	1st Nov.	Moji & Kobe
"TILAWA"	10,000	8th Nov.	Shanghai, Moji & Kobe
"MANTUA"	10,904	15th Nov.	Shanghai, Moji & Kobe
"TAIRIA"	8,500	18th Nov.	Kobe
"KHIVA"	9,135	29th Nov.	Shanghai, Moji & Kobe
"BOUDAN"	6,898	29th Nov.	do.
"TAKLIWA"	8,500	2nd Dec.	Kobe only
"ANAFURA"	6,000	13th Dec.	Moji & Kobe
"MACEDONIA"	11,089	13th Dec.	Shanghai, Moji & Kobe
"TAKADA"	6,948	15th Dec.	Moji & Kobe
"TALMA"	10,000	27th Dec.	Shanghai, Moji & Kobe
"SICILIA"	6,813	27th Dec.	do.

1925

"ST. ALBANS"	4,500	3rd Jan.	Moji & Kobe
"MOREA"	10,911	10th Jan.	Shanghai, Moji & Kobe
"KASHMIR"	9,098	24th Jan.	do.
"MALWA"	10,941	7th Feb.	do.
"KASHGAR"	9,005	21st Feb.	do.
"MANTUA"	10,904	7th Mar.	do.
"KASHGAR"	9,005	21st Mar.	do.
"MANTUA"	10,904	3rd Apr.	do.
"KHIVA"	9,135	17th Apr.	do.
"MOREA"	10,911	1st May	do.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

\* Passengers for Rangoon must defray their own Hotel expenses at Singapore while waiting the on carrying steamer.

All Cables are fitted with Electric Fans free of charge.

Parcels Measuring not more than 24 ft. x 1 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

12, Des Voeux Road Central, HONGKONG

Agents.

## CHINA NAVIGATION CO., LIMITED.

### SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamers	Date of Departure	D.L.
SHANGHAI	"KIUKIANG"	On 18th Oct.	2.30 p.m.
SWATOW & SHANGHAI	"SZECHUEN"	On 18th Oct.	Noon
SHANGHAI & TSINGTAO	"LIANGCHOW"	On 18th Oct.	Noon
FOOCHOW & SHANGHAI	"CHENG"	On 18th Oct.	10 a.m.
SWATOW & SHANGHAI	"SOOCHOW"	On 19th Oct.	2.30 p.m.
AMOY & SHANGHAI	"SHANTUNG"	On 21st Oct.	D.L.
AMOY, SWATOW & SINGAPORE	"KIUNGCHOW"	On 21st Oct.	Noon
SWATOW & SHANGHAI	"KWANGTUNG"	On 21st Oct.	Noon
SWATOW & SHANGHAI	"SUIYANG"	On 23rd Oct.	2.30 p.m.
SHANGHAI & TSINGTAO	"LUOHOW"	On 25th Oct.	Noon
AMOY, SWATOW & SINGAPORE	"KIANGSU"	On 25th Oct.	Noon
SWATOW & SHANGHAI	"KAYING"	On 28th Oct.	Noon

SHANGHAI LINE—Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Fokow), Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Tsingtao). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woonang.

BANGKOK LINE—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Telephone Central 38.

Agents.

CARGO AND PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE.

## AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION

Steamer	Due Hongkong	Sails for Moji, Kobe, Osaka & Yokohama
"KUT"	—	25th Oct. D.L.
Steamer	Due Hongkong	Sails for Manila, Port Banga, Thursday Is. Rabaul & Asa. Ports from H'kong.
"CHANGSEA"	1st November	6th November

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian Ports.

For freight and passage, apply to—

BUTTERFIELD & SWIRE,

Telephone No. Central 38.

Agents.

## DODWELL & CO., LTD.

### NEW YORK BERTH

FOR NEW YORK AND BOSTON via SUEZ.

S.S. "DACE CASTLE"	—	Sails 18th November.
S.S. "EGREMONT CASTLE"	—	Sails 9th December.

### LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIUME).

TAKING CARGO ON THROUGH BILLS OF LADING TO

GENOA, ALL ITALIAN, ADELATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

£66.

### NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI:

S.S. "DUCHESSA D'AOSTA"	—	Sails about 30th October.
S.S. "GERANIA"	—	Sails about 23rd November.
S.S. "ROSANDRA"	—	Sails about 30th November.
S.S. "NUVIDIA"	—	Sails about 23rd December.
S.S. "VENEZIA"	—	Sails about 30th December.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "PERSIA"	—	Sails about 6th November.
S.S. "DUCHESSA D'AOSTA"	—	Sails about 8th December.
S.S. "GERANIA"	—	Sails about 31st December.

### NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS

S.S. "UMSINGA"	—	Sails about 30th September.
Regular Passenger and Cargo Service to South African Ports.		
Through Bills of Lading issued from Hongkong.		

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED

Telephone Central 1030.

Agents.

## STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

### REGULAR FAST FREIGHT SERVICE.

TO SAN FRANCISCO AND LOS ANGELES FROM HONGKONG BY DIRECT ROUTE

(22 days to San Francisco. 28 days to Los Angeles).

U.S.S. "WEST OARONA"	—	Due Hongkong 28th Oct.
U.S.S. "WEST IVAN"	—	Leave Hongkong 28th Oct.
U.S.S. "WEST IVAN"	—	Due Hongkong 10th Nov.
U.S.S. "WEST IVAN"	—	Leave Hongkong 12th Nov.

Cargo accepted for Transshipment at San Francisco to Weekly Sailings for Atlantic Seaboard Ports. Through Bills of Lading issued to U.S. and Canadian Overland Points.

### TO MANILA ONLY.

U.S.S. "WEST GITANO"	—	Due Hongkong 1st Nov.
U.S.S. "WEST GITANO"	—	Leave Hongkong 17th Oct.
U.S.S. "WEST CAJOOT"	—	Due Hongkong 18th Oct.
U.S.S. "WEST CAJOOT"	—	Leave Hongkong 20th Oct.

Through Bills of Lading issued to all Ports not served.

For Full Information, Apply to

STRUTHERS AND BARRY.

L. EVERETT, General Agent for JAPAN-CHINA-PHILIPPINES, CHINA-STRAITS & JAVA.

G. F. BRADFORD, Esq. Agent.

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## Y. K. K. Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker. Coalmine Owners, General Coal Merchant.

### REGULAR FREIGHT & PASSENGER SERVICE

KEELUNG, HONGKONG, CANTON & HAIPHONG; SAILING FROM HONGKONG.



